78

On Batts 24½ Inches 2 qts to the Inch
25 do 2 – 1 Point a
25½ do 2 – 1 Qt – to the inch.

62/3

v. 5

Schooner Gazelle

5 Cruises to Light-Houses:

#1, May 2, 1847 — July 14, 1847 (40 Lights) ✓

#2, July 20, 1847 — Sept. 14, 1847 (40 Lights) ✓

#3, Sept. 15, 1847 — Oct. 19, 1847 ✓

#4, Nov. 20, 1847 — March 30, 1848

#5, Apr. 27, 1848 — Dec. 27, 1848

1847-1848

#1

Joseph Howlands Private Journal
on Board Light House Schooner
Gazelle Supplying Light Houses on
the Southern & Eastern Coast of U. St
ates of America Comensing at N. Carolina
& Supplying North & East to West Quad
dy Head in 1847 – 48.

(Ports copied from Lists)

April 29th 1847 all ready for Sea
with a Load of Oil & Apparatus for
Supplies of Light Houses on the Southern
& Eastern Coast of America

5310	Gallons W. Oil. &	10.615	do Spring Oil
225	do from Store W	763	do from Cellar
100	do Returned	477	Oil returned
5635		11855	– 17.490 Total on

Articles Returned.		Articles Recd from Boston		
54	Doz Chimneys	200	Doz Chimneys 254	– – 3048
	Gross Wicks		Gross Wicks	
400	Yards Cloth	1048	yds Cloth	1448
5	Buff Skins	60	Buff Skins	65
13	pair Scissors	48	pair Scissors	61
3/4	Bl Whiting	7	Bl Whiting	13/4
		200	Burners complete	
		25	Brass do	
2	Oil Butts	8	Oil Butts	10
		600	Spare Caps	
		600	Friction Tubes	
13 –	15. I. Refl 4.14	10	15 Inch Reflectors	27
		4	Glaziers Diamonds	4.

Friday April 30th 1847

at 9 am Set sail from New Bedfor
with a fair wind at N & pleasant weather
a Crew consisting of Nine Captain two Mates
a Copper Smith & Cook & four Seamen & my
Son 26 Years old as Super Extra at 10 am
wind hauld to the Westward at Noon tack
Ship off the Sow & pigs wind SW So ends
this 12 Hours & Sea Account begins

Sat 1th May 1847

this Day begins & ends with pleasant
weather at wind at SW to SSW until
6 PM when Calm Point Judith bearing
SW 3 Miles Distance at 8 do wind come
to the N at at 10 do past inside Block
Island blowing heavy handed in Topsail &
Setted Mainsail at 1½ am Montauk Point
bore N 10 Miles Distant from Which
I take My Departure at 3 am Set topsail
at 8 do Set Square at Noon light breeze
& pleasant weather past Several sail of
vessels Standing Westward & Eastward
Latt by Obs 39-44 & in 40 fathoms water

We have Steerd SW & SWly S since our
Departure & have Saild pr Log 73 Miles

Sunday 2d May 1847

from Noon untill 5 Clear weather & then
Cloudy light Winds & calm at 5 PM spoke Ship
from Liverpool with passengers Calld the Freas
port of Bell fast Ireland under Jury Masts
had lost in a heavy Gale of wind his Main Mast
& Mizen Mast & fore topgallant Mast at
8 PM Wind South 5 Knot Breeze & Smooth
Sea all Sail Set by the Wind & in 40 fath
of Water at 6 PM 6 Knot breeze Steering
SW Middle part pleasant Weather Latter
part passing Clouds we have Made our course
SW ½ S 115 Miles Latt Obs 38 04 Long 74.00

Monday May 3d 1847

All this Day Changeable weather Fog, Rain
Thunder & Lightning Wind all round
the Compass at Noon NNE one Ship Clst on board
of us Standing for Cape Henry Sounded in 11 fathoms
Just had a Glimpse of the Sun sufficient to get
a good altitude Obs 36.48 our distance 95 Miles SWly &
Course

Tuesday 4th May 1847

First & Middle part whole sail breeze from N E & Cloudy Latter part blowing a Gale of Wind from N E, at 3 am made Cape Hatteras Light bearing WSW at 430 passed the Shoal in 14 fathoms & hauled up SW by W Double reef Mainsail & Reefed the Topsail at 9 am Double reefed Foresail handed Topsail Mainsail Flying Jib & Scud in a 2 Reef Foresail at Noon Sounded in 17 fathoms Gray Sand Not Look out Soundings

So ends the Day

Wednesday 5th 1847

All this Day Blowing a Gale of Wind from N E to N E at 1 PM Sounded in 15 fathoms Coarse gravel & Dead Broken Shels Showing we were approaching Look out Shoals at 2 PM Deepened our water to 17 fathom at 3 do hove to heading up N W making her drift WSW at Midnight Wore Ship & headed up E by N & fell of E by S made her Drift SW at 7 am Clear Sky in the N at 8 do Sun

Broke out at 9 found She lay Broad off
reef'd the Mainsail to a balance reef Set
it found then She made a Dead drift
Light 7 hanks of the Jib down & round the
Sail partly way in on the Bowsprit &
hoisted it up found then She forged ~~ahe~~
ahead some & lay much better headed the
Sea more ~~she~~ She has made fine weather
thus far no Sea has boarded her at Noon
Sun obscure no Observation a heavy Sea on

Thursday May 6th 1847

All this Day Blowing a Gale from the SE
& N.N.E from 2 PM untill Midnight Stormy
wore Ship as occasion required, that is Stood
to the Eastward as far as we could get Sound
ings in 55 fathoms then Ship to Westward
untill in 32 fathoms we have had for the
Most part of the Day Soundings Coarse gravel
& Dead Shels at Sunrise Clear [illegible] in Oil
& gradually Cleared off at Noon Latt Obs 33,07
& in 27 fathoms with George Town Light house
bearing West 45 miles distant 3/4 mile to the South
of Cape Fear & [illegible]

Friday 7 May 1847, Bound to Cape Fear
these 24 Hours begins with ~~[illegible]~~ a Clear
Sky & blowing Heavy & a bright Sea running
under a 3 Reef foresail Hove to heading up
N W at 2 PM 3 Sail past us bound Southward
at 4 do Set balance Mainsail & a bob Jib
at 5 do let one Reef out & hoisted up the Jib
at 8 PM More Moderate Set whole
Mainsail & single Reef foresail & Flying Jib
at Midnight More Moderate Sd 15 fathoms
& until 3 do Nearly Calm at 4 do 12 fath
Wind fresh Set Reef Topsail at 7 AM Made
the Land on the N Carolina Shore to the
Westward of Cape Fear at Noon Latt Obs
33.41 Wind S West at 1 PM Made the Light
House on bald Head at 2 do took a Pilot out
of a Large Pilot Boat at 7 PM it being one hour
flood Come in the Main Ship Channell Struck
on the 3 Bars but did Not Stop her injure
herself at 8 do Come to Anchor abreast of the
in Oak Island & discharged our Pilot held a
Meeting in the Cabin for the first time

Since we left home it is a week to Day
Since we left N Bedford) bin the mean
time we have Layd too in a heavy Gale 48
hours have too of Cape Look out & Drifted
to the SW as far as the Latt of George Town
S Carolina.) now the Lord has blessed us
& protected us while Sailing upon the Ocean
of time ah he is a God of the Sea as well
as on the Land the Same care over us
& although we could not See him as the
apostles did yet he is the Same as ever
& Sees us in our dangers on the great the
Deep & brings us out of them My Soul praise
the Lord for his goodness & for his wonderf
ull works to the Children of Men thus ends
these 36 hours Sea Account ends

Saturday 8 May 1847 Lying at Oak Island)
Inlet first part of the Day fine pleasant
weather Middle & Latter part Cloudy & heavy
Gale from S to SW in the Course of the fore
noon Supplied ship & house at 4 PM got
under way & came off here at Smith ville

at 5 PM blowing a perfect Gale from S
atlantic) with Lightning & Thunder Sounds
the Day

Sunday 9th 1847

All the Day fine pleasant weather wind from Eastward) Myself & Crew went on Shore to the Methodist Church, heard a Circuit preach by the name of Jones (a first-rate preacher) discourse was upon the Resurrection of the Body & the coming Day the evening discourse was, text is often Reproved & harden in Neck Shall Suddenly be destroyed & that without remedy after the Sermon Ended an invitation given If any are that was desirous of obtaining Salvation would come-forward) & make it Manifest (even come-forward) to be prayed for. P.S. Saw Sister Grissom at the Church in her house I have had a Number of Interesting Meetings When she Live at Pleasant Point, went to her house & took Dinner. She is a pious Godly woman

Monday 10th All this Day fine pleasan
t Weather Wind variable through
the Day got away Bay from Smithville
& beat Down to New Inlett Came to
anchor at 2 PM went imediately on Shore
& Supplied Federal point L House
Returned on board at Dusk SSE

Tuesday May 11th Lying at New
Inlett All this Day Wind variable could
not Sail over the Bar 4 Sail came in .
from Sea, went on Shore at the Keepers
House & held a Meeting a Number present
talked upon the Coming Lord to Judge
the Quick & the Dead at his appearing
& his kingdom & this year probably would
usher in the Melenium & first Resurrection
Gave Advent pamphlets away & the Melenium
Harp tarried on Shore all night at the
Keepers House. A Methodist Camp
Meeting Commences on the 13 Inst about
10 Miles above here

Wednesday 12 May 1847

Lying at New Inlett Wind bound All this Day Wind from N.E. To S.E. Could Not get out of eighter Bar

Thursday 13th 1847

first part & Middle of this Day blowing fresh from N.E. from 3 PM untill Midnight blowing a heavy Gale attended with Rain 3 Sail came in this afternoon 7 Sail at this Inlett & 4 at Smithville waiting for a time to proceed to Sea

Friday 14 May 1847

first part of this Day blowing a heavy gale at N E & Cloudy weather & cold for the season at Noon blowing heavy Latter part the Same 3 vessels went out Cape Fear Inlett

Saturday 15 May 1847

All this Day blow Heavy from the N to N N E a brig & Schooner Came in over the Bar to Day through heavy breakers on the Bar. there is 8 Sail of vessels Now waiting for an opportunity to proceed over the Bar

Sunday 16th May 1847

all this Day pleasant weather first part South Winds from S to S.S.E middle & Latter part Light airs & calm at 11 AM Myself & Crew went up 5 Miles to a Methodist Camp Meeting Which was the Last Day of its holding about 1500 of White & Coloured People attended we herd the afternoons Discourse a very good one from John 7 Chapter & 17 verse it is Said that about 20 or 30 had been converted & I See about 20 Come forward for prayers a great Excitement prevails amon the Coloured People returned on board at Sunset

Monday May 17th 1847

first part of the Day fresh Winds from the South E 8 Sail of Schooners laying here 4 of us got underway & proceeded by the way Smithville & then took our Pilots & Sailed out over Cape Fear Bar at 9. a.m.

Our pilot & Steerd S E in Sight Lost on hand the Fryingpan Shoal then tried it Down Some times 3½ just on the the Western Edge then off in 5. 6. 7 fathoms the Land was out of Sight of Deck before we got round Deepend quick with 9 & 10 fathoms Laid at Noon at 1 PM hove about & headed up NbE at 2 PM N E by E the light airs from E. at 3 PM Shoaled into 4 fathoms Just in Sight of the Cape from Mast head at 4 Deepend with 5 fathoms at 7 do Cape Bore W NW 18 Miles distant from Whice I take My Departure heading up N E at Midnight tacked Ship in 10 fathoms & headed up ESE

Friday May 18th 1847

begins with a Clear Sky Moderate wind from the N E heading up ESE at 6 AM tack to the N. at 8 do Made Land ship tacked Ship to the Eastward at Noon got the Sun found we were in the Lat of 34.09 we Juage ourselves 36 Miles from

Beaufort inlett bearing N by E tacked
Ship to the South at 3 PM Made
Land ahead at 6 we tacked Ship to the
E by N wind westen to the North at 7 PM
in Sight large of 9 Miles of Shore raining & the
Wind Dying away at Midnight Light win
fresh at [illegible]

Wednesday 19th May 1847

begins with fresh winds & Cloudy [illegible]
along the Northward then Stood towards
Beaufort Inlet at 3 AM [illegible] were
the bow Sight of Land then stood for
Day light at 4.30 AM found that we were
about 12 Miles from the inlett at
7 AM got it fresh wind from the S at
8 AM Came to Anchor one Mile from Cape
Lookout Light house bearing E. by N half
a Mile from the Shore in 6 fathoms
& as smooth as a Mill pond Soon
got our Supplies with the Boat from shore
found about 20 Men at the Shore [illegible]
give them 50 Also a [illegible] to [illegible] the [illegible]
gave them 6 Bottles [illegible]

got through & come on board by pilot with us at 1 PM to brought up to Beaufort & make a Harbour as the weather look squally at 3 PM come over the Bar to come over the Bar in the best of the water bring the two points in range that is the Fort point & the Beach point one mile below it at 4 came to anchor So ends this Day 3 Schooners Lying here belonging to this place

Thursday 20 May 1847

this Day Blowing fresh from S.S.W. & pleasant weather went on Shore this Morning filled 3 Casks Water bought 14 Dozen Eggs 10 Cents pr Dozen Saw Somebody that i was acquainted with. Read Some the paper of what was going on with our army in Mexico & happend that General Scott was in the Capital & that Santa Anna was a going to go there for fear of Assassination & that a Peace was about to be Established between the United States & Mexico returned on board put one letter or sent one to My Brother

Friday May 21th [illegible]

All this Day Light Breezes from W to S E got under way at 6 AM from Beaufort & proceeded down the River & over the bar a good Mark to run over the Bar is bring the Fire House on the Wharf in range of the highest Clump of trees which stand some at [illegible] to the Westward Like theres or bring the two points in range or shut in by each other a Little which will carry you out in the best of Water we came out of [illegible] [illegible] fathoms over the Bar. Then [illegible] [illegible] brought us up [illegible] to the [illegible] of Cape Look Out by [illegible] [illegible] the South [illegible] [illegible] 4 or 10 fathoms The Light House [illegible] sight at Dark [illegible] at [illegible] [illegible] [illegible] [illegible] Cape Look Out W by N 12 Miles Dist [illegible] Light [illegible] from E S E & Clear

Saturday 22d May 1847 beating towards
Ocracoke Inlet Light Winds from E
& clear Weather untill 3 am when it become
foggy at 6 am Cleard of Wind Light at SE
at 9 AM made Ocracoke L H at 11 oclock
a pillot on board rates of Pilotage altered;
from feet to the Ton 100 tons to 140 pays ten cents
per ton last Year our pilotage was 17 Dollars
now it is 26 Dollars. at Noon Come over
the Bar at 1 PM Came to Anchor near Beacon
Island furld Sails got our Supplies into the
Boat & Saild over to Ocracoke & Supplied the
Light Master Billy Howard Came on board
& Said he would come alongside Monday Morning to
take in our Supplies for Pamplico & Cape
Hatteras L Houses returnd on board at Sunset

Sunday May 23d 1847

A fine pleasant Day Went on Shore at
Portsmouth with my Crew to Church
2 Preachers were there one by the name of Parker
& Kinney the Latter Keeps Store here an meeting
as soon the Meeting Closed Preparations for the

Mace to preach in the Evening likew
for Me in the Afternoon to preach to the
Colourd People a Goodly Number attended
In the Evening after Supping Doctor Brady
met at the appointed time talkd upon the
Coming Lord about the present time the signs
of the times that we have Seen & heard of
Speaks to us in Language that we cannot be
mistaken upon had an interesting Season
closed the Meeting a large Number attended
& old Men which had not been to Church for
a Number of Years I gave them a Number
Seven pamphlets upon the Advent Doctrine
they fell in with although they had not made
it a Study As they ought but Loved the
Appearance of Our Lord & Master they
told Me after meeting Was over that they were thankfull
to God of the privilege of hearing Me on that
Subject we parted to meet at Last on
Imortalitys Shore returned on board with
my Crew Satisfyed that I had done my
Duty towards My fellow beings

Monday May 24th 1847

Early this Morning the Lighter Come along Side to take on board our Supplies got all on board) Wind NW & Sail) for Cape Hatteras L House inside about 30 Miles Distant arrived Within a Mile & a half of it & could go no further boat Drawing two feet walked up to the Keepers House found them at home Benjamin T. Fulcher is his name & he with three Mr Farrows Carted the Oil for which I payd them 8.75 cents 1/4 ¢ pr Gallon got it all up except one Cask that evening pointed a Meeting to be held at Brother Farro's in the Evening but could not Meet untill half past Eight & broke up about 10 returned to the Keepers House & retired at mid Night & Slept with Methodist Class Leader

Tuesday 25 May 1847

at Noon finished our Repairs & Supplies took dinner with the Keeper of Hatteras for Our Boat Blowing fresh from SW got under Way & went to beating towards Ocracoke at Sunsett beat Down & went into a Snug Little Basin Call'd Jacob Farro's Creek

Where was Several Houses & Men were
on the wharf & were Methodist I informd them that
I would hold a Meeting Among them if they
would send around & the inhabitants know
of it they were Rejoicd at the privilege & apointed
it at the School House one Mile off I walkd
up to Mr Harro House a Short Distance
& then to the School House about 40 Collected
Preachd upon the Near Approach of our
Blessed Lord & Master & his appearing would
be to Judge the Nations had a Solemn good
time Spoke an hour & gave way to my
brethren to improve two our Brother Cary
& prayed, & how zealous they were for the
Cause of their Lord & Master broke up
about 10 took an Affectionate Leave of them
after distributing Several pamphlets on the 2
Coming of Christ returnd back & tarried
all Night to Jacob Harro' - - - - - -

Wednesday 26 May 1847

Rain at SSW & disagreable Weather took
my leave of the family returnd on board got

very & at noon appearance of a squall run into a Small Creek it was light & soon over Started again Run a Short time Made Ocracoke Lt House at 3 PM it bore South from 5 Miles Distant Shaped our Course N W for Pamplico Lt House Midnight Nearly Calm & 3 quarters across the bay

Thursday 27th May 1847

Nearly Calm untill Day light wind untill 10 AM ran through ~~[illegible]~~ Swan Quarter Marshes & arrivd at Pamplico at 11 Soon got Our supplies on Shore put in the repairs & got through at 4 PM Blowing heavy at do & Raining Heavy Staid All Night with the the keeper ~~[illegible]~~ & Family. Mr Flowers.

Friday 28 May 1847

all this Day Blowing fresh from the So got under way early this morning for our Schooner had a roughf time across the Sound arriv At Ocracoke at 2 PM Settled with Mr Howard for the Charter of his Schooner & paid him 20 Dolls then Sailed over to our

(Dinner) over So ends this Day we have been absent four Days from our Schooner & have held one Meeting at the Cape & one Meeting about 10 Miles to the Westward of it & interesting Meetings they were

Satt May 29th 1847

All this Day Wind to Northward blowing No time to proceed over the Bar

Sunday 30 May all this day Blustering weather 9 Sail of Vessells waiting to proceed to sea Several had Set their Collours for a Pilot & come of but no time to go to Sea Myself was determind not to go if there had been a Suitable time, therefore Went on Shore with my Sailors to Portsmouth Town & held 3 Meetings in the Methodist Church fore noon & Evening to the whites & afternoon to the Slaves. It is pleasant & profitable in trying to do good to our fellow travelers to the Judgment to warn them to Lay hold on eternal Life & to encourage those Zion ward to hold on their way

Monday May 31th 1847 all the Day
fine pleasant weather wind W S W whole
fleet got under way with ourselves this
Morning Early & proceeded over the Bar Set
all Sail for Cape Hatteras the Gazelle
acted her part well as she led the van
& crossed the point Shoals several Miles
ahead of all of them, we passed about one
Mile from the point of the Cape & found
2 1/2 fathoms in the Sleeve & as far North
as where the ~~[illegible]~~ L House bore S S W at
1 PM crossd the & at Sunsett passd Nags
Head at Midnight more moderate
Sailing toward Cape Henry

Tuesday June 1th 1847
first part of the Day light wind from
W S W at 2 AM Made Cape Henry 2 Hours
of Sunrise it bore West Distance 5 Miles
Wind fell away to a calm at 11 fresh wind
East, arrived at Old Point Comfort & came to
at Dark & Wednesday June 2d Supplied
at a Point Comfort

June 3 1847 Thursday
got under way from the Mouth at
10 Am went on Shore & Supplied back
River point L House returnd on board
& came to off Old Point Comfort & supplied
that Light House returnd on board
got under way for Little Watts Iland
& arrived there at midnight & came to
anchor L House bearing NW

Friday 4 June 1847
went on shore 2 Miles & Supplied the
Light returnd on board got under
way for Smith Point but had to bear
off & Saild up Potomack to Piney Point
arrived there to late to Supply it

Saturday 5 June 1847
Supplyd Piney Point L House
got under Way & Saild to Point Lookout
and Supplied it got under Way
& Saild up the Bay to Supply
some Light House [illegible] till
which

Sunday 6 Jun 1847
fresh wind from the eastward

at Sunsett came to Anchor 2 Miles
to the S W of Sharps Island L House
to wait for the Morning

Monday 7 June 1847
went on Shore & Supplied that L House
returned on board & Saild for Thomas
Point came to anchor at Midnight

Tuesday 8th June Supplied
Thomas Point L House & Sailed for the
Bodkin point L House arrived at
noon Supplyed it & Saild up to
Baltimore arrived just before Sunsett

9 June 1847
All this Day detaind in consequence
of our Reflectors & Burners on them
in the afternoon

10th June left the City
Right to the Lazarette & Supplied
that Light House & Saild up the Bay
20 Miles came to Anchor 5 Miles
below Concord Point just before Sun
sett

11 June on Friday 1847
Started early to Sail up to Concord Point to Supplie the L House returned back got under way to sail down to Supplie Turkey Point L House

Saturday 12 June 1847
Sailed down the river to Supplie Pools Island where Mr Ellis [illegible] took left us directions for half of [illegible] not discharge him he had seen a letter from him that his wife was unwell consequently left me in the Lurch which he had done once before — 12 hrs —

13 June Sunday still lying at anchor abreast of Pools Island

Monday 14 June
got under way Early bout down the Bay to Supplie at [illegible] Point L House & Supplied them got under way for Cove Point L House ~~[illegible]~~ ~~[illegible] to Supplie it~~

Tuesday 15th 1847
Supplied Cove point Light House
16 June
Supplied Clay Island
Light House
June 17 1846
Supplied Fogs point Light House
June 18th
Supplied Smith Point L.H.
June 19
Supplied Smith Island Light House
June 24
Supplied Cape Henry Light House
25th
Supplied Assateague L House
27th June
Sup ~~suppl~~ Capes Henlopen & Beacon
Lights
28 Supplied
Delaware Breakwater Light House
29 do
Supplied Mispillion Creek L House

July 1th Supplied Cape May Light House—

(2d July

Supplied Egg Harbour Light House

2d do

Supplied Bombay Hook L House—

3d do

Mahons Ditch Light House—

July 9th

Supplied Great Captain Id L House—

9 do

Supplied Norwalk Island L House—

11 July

Supplied Black Rock L House

12 July

Supplied Stratford Point L House

12 do

Supplied New Haven or Five Mile point L House. New Light House a building to be finished 1th Oct

Wednesday 14th July arrived at New Bedford

We have now finish the Supplying Light
on the Spring Cruise Ending at five Mile
Point New Haven & have Supplied forty
Light Houses 467 Lamps & have deliv
10659 gallons Spring Oil & 4965 Winter
Oil & put on 447 Burners complete
copper Screw Caps & 3 Spare Caps &
3 Spare Iron Tubes to Each Burner

#2 First Eastern Cruise finished loading July 20th 1847 with a cargo of Oil & Lighting Apparatus. Say Spring Oil 11.525 (Gallons
W Oil 5384) 16.909 Total on Board

List of Light Houses

Sailed from New Bedford) July 22d
arrived at Cape Ann 24th
Inspection Ten Pound Island 26th
do Eastern Point L House -- --
do Thatcher Island L House -- --
Wigwam Point Light House 27th
Strait Mouth L H -- -- 29th
Ipswich L House -- -- -- 29
Plumb Island L Houses 30
Portsmouth N.H. L House 31
Whaleback L H September 2d
White Island L H do 2
Boon Island L H do 2d
Goat Island L H 3
Wood Island L H 3
Cape Elizabeth 4
Light Houses 14

August 4th 1847

Portland L. House	4th
Pond Island L. House	6th
Seguin Island) L H	10th
Hendricks Head L H	11
Burnt Island L H	11
Pemaquid point L H	12
Franklin Island L H	12
Marshalls Point L. H.	13
White Head _ L H	13
Owls Head L H	16
Browns Heads L H	17
Negro Island L H	17
Dices Head L H (?)	18
Fort Point L H	19
Eagle Island L H	19
Saddle Back L H	20
Mount Desert Rock L H	20
Bear Island L H	21
Bakers Island L H	21
Pittmanan Island L H (?)	21
Nashes Island L H	23
Light Houses	21

1847

Moose Peck (?) Head L H	August	23
Libby Island L H (where?)		24
West Quoddy Head L H		25
Matinicus Rock L Houses	Sept	1th
Manhegan Island L House		2d
We have been Supplyed		5
40 Light Houses from Cape		21
Ann to West Quoddy Head		14
		40

No of Lamps in them 435 Lamps

[illegible] Gls	11.933 S Oil
Gls of Winter Oil	5301
Tube Glasses	2247
Yards Cloth	1125
Gross Wicks	182
Buff Skins	52
Pair Scissors	45
Lanterns	5
Lozan Lamp	25
Lamp Feeders	9
Oil Canns	7
Wick Irons	7
Glazier Diamonds	3

Supplies (Continuance) fill when Crew

Burners Complete	365
Spare Caps.	580
Friction Tubes	1075
pair pliers	35
half Round file	37
Fountains	32
Oil Butts new Bottoms	2
Oil Butt Stands	2
Soldering Iron	9
Lantern Canister	1
4th Solder	30
Oil Butts ———	1

(Crew of Privateer) During Sept 5 1847 have been aboard 1 Month & 14 Days

#3 Comences the Fall Cruise from Bakers Island [illegible] & ending at Falkners Island, Long Island Sound. our Supplys Consisting of

10.616 Gallons Spring Oil
815 from Mc Mazgans Cellar
11.431 Total Spring Oil
5309 Gls Winter Oil
30 Extra Spring returned
5339 Whole Amount W Oil
11.708 do Spring Oil
17.047

11.431
277 [illegible]
11.708

Gross Wicks	9.000
Chimneys	2400
Yds Cloth	1032
Buff Skin	
Scissors	48
Oil Butts	6
Bl Whiting	1
S Top Burners	300
Spur Cups	300
Inside Tubes	400

Set Sail from [illegible] Sept 15th 1841 at noon Right of Nobskey L House & Supplied it at 4 PM Come to anchor at the West Chop went on Shore & Supplyd that L House & [illegible] this Bay

Thursday Sept 16

got under Way at Bay Light from Holmes hole at 8 Am Come to Anchor at Cape Poge went on Shore Supplyd the Light got under Way beat up to Edgartown Light House Come to Anchor at 1 PM went on Shore & Supplyd the Light returned on board 3 PM Got under Way for Nantucket at 5.30 past the Light Boat at [illegible] past the Bay Boat on the Shoe at 7.30 Come to Anchor the 2 Cliff Lights [illegible] in 4 fathoms

Friday 17 Sept a fine pleasant Morning Wind West at Sunrise Came at Brant Point with our Supplies for the LH the Harbour LH. Delivered them then went on [illegible] & Supplied the Cliff L Houses

Returned on board at 11 AM got under
Way for Nantucket Great Point L H
& come to anchor at 1 PM went on Shore
& supplied the L House returned on
board at 5.30 Light Breeze from East
& Saild to Southward to Supply [illegible]
at midnight come to anchor the Lights
bearing E b S & E Dis 3 fathoms

Saturday Sept 18 1847

Wind E b E at Sunrise Hoisted out
Boats the Small Boat towd the Large
Boat gave how to row five miles as
have to row as we had against the wind
Lay at the Landing about one quarter
of a mile from the L House the Keeper
Mr Simeon Mitchell came out of the Landing
with Cart & two Horses to take our Supplies
up got Done got through with supplying
& Pumping out & Hoisting in our
Boats at 1 PM got under Way for Sancaty
Point Light & come to anchor at the
mouth of the Pocomo Hole went on Shore
& supplied the Light house the old Cortin

by the Keeper at our Wyse & paid him one Dollar got through at 4.30 o'clock on board appearance of a Easterly Storm & now a fresh Breeze from E & N E continues to get under Way & beat up to Hayannas & Make a good Harbour & then supply Point Gammon Light Monday Morning there we should not be obliged to stop on our return untill we Stopt to supply Tarpolin Cove L House we get under

Monday Sept 27th 1847

All this D Way b at 7 PM came to anchor inside the Break water at Hayannas Harbour Blowing fresh from the E N E

Tuesday Sept 28th 1847

All the Day blowing fresh from the N E   Held our Meeting in the Cabin this Evening & My Subject was the Speedy Coming of the Saviour to judge the World in Righteousness & to reward every Man according as his work shall be whether good or Evil

Monday Sept 20th 1847
Lying in Hyannis Harbour
Blowing & Raining Heavy all Day
Wind at E N E

Tuesday Sept 21th
First part of this Day blowing fresh from N W & Some rain Sail'd with both Boats & Ducks to Supply the Point Gammon Light House returned on board at Noon

Wednesday 22d Sept
Clear Weather got under Way with Several Sail of fishing Vessels bound out & when about half way to Monomoy Point it Came on to blow heavy two Boston Packets & Myself run under the Western Shore Came to Anchor at 3 PM Once Moderate got under Way at 4 past between the Handkerchief Shoal & the Shovel full at 5 went through Slue of the Pollock Rip at 7 past Chatham Wind N Wly So [illegible] Braces All Sail Set at Midnight past Nauset Light pleasant weather

Thursday Sept 23rd 1847
Bound to Bakers Island
all this Day fair pleasant weather
& moderate Breeze from SW at 6 am
past Cape Cod Light House
at 330 Arrived at Bakers Island Came
to Anchor to the Westward of the L Houses
went immediately on Shore with our
Supplies put on 26 Burners Complete &
Carted nearly all of our Oil up by Dark
left the balance untill the following Day

Friday 24 Sep 1847
finished Supplying at Bakers Island LH
at Noon & at 1 PM Sailed for Marble
head L House arrd at 3 PM went on
Shore to Supply the L Ho Light-[illegible]
[illegible] & appearance of a Storm at 6 PM
got under way & beat out of the Harbour
& Said for Boston Light House & arrivd
at 9 PM & came to Anchor Just to the
Westward of the wharf so as to be all ready
to supp the L House Early in the morning
at midnight Blowing Fresh & struck
a Drift let go our best bower anchor.

Saturday 25 Sept 1847

this Day begins with
fresh Gales from East E & appearance of a
Storm at 4 Am rain Showers at 6 Am wind
Increasing went on Shore with our
Supplies & repairs & Supplied the Lt Ho
Gale increasing the Schooner Rolling &
Tumbling pretty heavy with 2 Anchors
down finish & return on board at 11 Am
had hard work to get our Anchors gale
Increasing ran up under Georges Island
& Come to Anchor Close in to the
Westward of the Island let go our best bower
at 6 PM gale increasing hoisted in our
Long Boat at 7 PM Blowing a very heavy
Gale with rain a Number of vessels to
anchor around us oh it is a Dismall
Evening Many Lives probably will perish
in this Storm by being Driven upon Rocks
through the kind providence of God we are perm
itted to be here in a good Harbour

Sunday 26 September 1847
Lying at Georges Island

All this Day Blowing a Heavy Gale at NE & Raining

Monday 27th September

first part of the Day Blowing fresh from NE & Raining untill 1 PM when it Lighted up. wrote a letter to my Wife & Sent it up by the packet which tends the Fort on Georges Island) at 4 PM went to Supplied Long Island head Light House in the evening thick weather

Tuesday 28 Sep

got under Way from Georges Island) at 7 AM Light Breeze from SW & proceeded out of the Harbour at 2 PM Came to anchor off of Scituate Light House went on shore & Supplied it had a very good time in so doing at 4 do Returned on board got under Way for Plymouth Light wind & Came to anchor at 10 PM Light Breezes from SSE

Wednesday 29 pleasant weather
went on shore Early & Supply Plymouth
L Houses got through at 10 AM returned
on board weighed & Drifted out of the
Harbour at Noon a Stiff breeze from
WNW Steer SE for Sandy Neck L House
Barnstable arrived there at 3 PM Lay off Shore
& Supplied the Light returned on board at
4 do filled away for Billingsgate L House
& arrived & came to anchor about sunset

30 Sept 1847

Blowing fresh from SW went on Shore
& Supplied the Light House at Billings
gate returned on board & Supplied Mayo's
Beach Light House 6 Miles up to the
Head of the Bay of Wellfleet got back
at 5 PM

Oct 1th 1847

begins with a Light Rain from South —
went Early with our Supplies about 2 Miles
Distant to the ESE of us & landed our Supplies
for Nauset Light Houses the boats were

ready Waiting for us to Carts took all our Oil had to Cart it 3 miles to the L House for Which I paid 1½ Cents per gallon & Amounted to $14.20. returned on board at 2 PM

Saturday 2d Oct 1847

Left Billingsgate early this Morning Wind NW fresh breeze Sailed round the Shoal on a Western course at shown Light on at 7 PM pst Long Point L House just Brore at ESE & came to Anchor Abt on board the wharf at Provincetown.

Sunday 3d Oct fine pleasant Weather Wind ENE Went to the Methodist Church all Day

Monday 4 Oct.

Wind NE Supplied Cape Cod L H Turned Back to Provincetown & came to Anchor Nearly Sunsett

Tuesday 5th 1847

Wind NE got under Way & [illegible] & Supplied L Point L House then Set Course to Race Point & Supplied that L H

got under Way at 10 PM from Race
Point from to Supply Tarpaulin Cove L H
at Midnight past the Cape L House

Wednesday 6 Oct 1847

Light Winds from the West at 9 am
went through the Slew of the Pollock
Rip & fetched the East end of Tuckanuck
Shoal Light Airs to N W at 6 PM
Wind hauled to the N E at 8 Passed
the Light Boat at 10 Came to anchor
at Tarpaulin Cove Blowing fresh

Thursday 7 Oct 1847

Blowing Heavy at E went on Shore
& Supplied Tarpaulin Cove L House
got under Way & beat over to Gay
Head & Supplied that Light House
got under Way ran through Quicks
Hole & beat to Cuttyhunk & Supplied
that Light House & arrived at New Bed
ford at 8.30 PM I came here in consequence
of a fall which at Provincetown
came near Breaking my left ribs in

Friday 8 October 1847
Rain at S.E. got Provisions for my use & left N Bedford at 11 am for Stonington at 2 PM began to Rain & blow at Sunset past Watch Hill at 7 PM came to Anchor at Stonington raining & blowing glad to get into a good harbour just as a Storm is approaching Sent a letter home this evening

Saturday 9 Blowing fresh at N.N.W. supplied Stonington Light House early this morning got under Way Sailed up to Mystic & Supplyed Morgans point L H our Blowing very heavy from N.N.W. returned on board at 1 PM at 4 do got under Way & beat up to N London & came to Anchor about 8 PM Sounded the Chain;

Sunday 10 Oct 1847
all this Day pleasant with the wind) N.N.W. went to the Bethel forenoon afternoon & Evening

Monday 11 October 1847
Blowing Heavy at NW
& Clear weather got under way
from New London & Saild around
the Harbour & Supplyd the L House
at 5 PM got under way for
Faulkners Island at Midnight put
Killingsworth

Tuesday 12th 1847
First this Day Light Winds from the
NW at Day Light 4 Miles from the
Island nearly calm at 8 Am fresh
Breeze Sprung up at South at 9 came
Come to Anchor at the westward of
the L House a Small birth from the
Shore went on Shore & Supplyd the
Light House returned on board at 11
am got under way for
Connecticutt River Light House Said
at 2 PM went on Shore & Supplyd the
Light blowing Heavy at SSE returned
on board & Saild for N London a heavy

Approaching at 6 PM tacked Ship & sent on board L. Boat & run down on her tack to the East & at 7.30 arrived at New London Blowing very strong & at Mid night the same

Wednesday 14th 1847

got under Way for Little Gull Island Light House and came a 1/2 a mile to the North from the Light House Went on Shore & supplied it at 11 AM returned on board got under Way for Plumb Island L House got partly up to the L House the Ebb tide made against us had to return back & sail through between Plumb Island & Great Gull L House leaving Old Silas Rock a small distance to the west of us we had not less than 5 fathoms at 4 PM came to anchor about one mile to the South of the East end of Plumb Island & in 4 fathoms Water to lay the Night Set the Watch

Thursday 1~~4~~5th Oct 1847

begins with clear weather & fresh wind from North E. all hands called at day light & found we had drifted 6 miles to the S E & no one knew it the Buoy Rope caught it between the Rudder & Stern post & Kept the Anchor & She was going of with it had Some trouble in clearing it got under Way & Sailed up to Plumb Island Supplyed the Light House Sailed over to Cedar Island & Supplyed that got under way & Sailed over to Plumb Island & Anchored about the Middle of the Island one quarter of a Mile below the Rip came to Anchor in 4 fathoms soft bottom So ends the Day

Friday Oct 16 1847

got under Way at 5 AM Wind from the N to go & Supply Montauk Point L House arrived there at 1 PM Wind from S S W Supplied it & returned on board at 4 PM got under

for New Bedford on to Supply
the Light Houses in that vicinity
and then at 10 PM it being Saturday
night came here to lay over the Sabbath

Oct 17th Sunday had our Small
boat Stole

Monday 18 Oct first Calm & fine
weather found our boat at the Bridge full
of Water with a Stolen Sail in her brought
her on board got under way then to [illegible]
beat down to the L House on Clarks point
went on Shore & Supply it returned on
board got under way & beat down to the
Dumpling Rocks came to Anchor just as the
Sun went down went on Shore to Supply
the Light & put on the Repairs got through
at 10 PM returned on board & Sailed up
the Bay to Bird Island & came to anchor
at 11 PM Close on board of it

19th Oct 1847

fresh Wind from SSW went on Shore
early & Supplied the L House got through

about 7 AM got under Way for
Neds point Light-House arrived & came
to anchor at 1 PM went on Shore & supp
lied the Light & sailed for New Bedford
at 3 PM at 4 as we were off of West Island
Ledge Buoy it came in a thick fog Wind
S.E. Made Several tacks to get to the
westward of the Ledges & then Steered N.W.
about 2 Miles then [illegible] Sailing in 5 fathoms
[illegible] we discovered was a Ship close in hand
to Anchor & in some time the Clarks point L.H
bore N.W. Soon Made a 2 Ship Stand
off & Made the Buoy on 10 feet Bank
Next Made the Fort which is the first
Land we have Seen since leaving West
Island & before we got past Palmers
Island Clear all of [illegible] came to anchor
at 5 PM a short distance from Randalls
Wharf — all well this Ends our last [illegible]
Cruise have been 1 Month & 4 Days
& have Supplied 40 L. Houses & 37 Lamps
from Salem to Falmouth then & Long Island Sound

I have Received for the L H 436 Lamps

10843	gallon Spring Oil	1	2d hand Oil Butt
5279	" Winter Oil	7	Butt Stands
1559	Tube Glasses	1	Soldering Iron
1100	yards Cloth		
297	lb Whiting		
175	Gross Wicks		
51	Buff Skins		
47	pair Scissors		
36	pair Shears		
37	half pint [illegible]		
1	Hand Lantern		
18	Spare Lamps		
4	Lamp Screws		
4	Oil Carriers		
4	Wick Boxes		
4	Glaziers Diamonds		
9	Fountains		
394	Burners complete		
676	Shore Cops		
1132	Inside Tubes		
7	Oil Butts		

#4

Commences the Journal of the Winter Cruise in the Schooner Gazelle November 20th 1847 with a Crew Consisting of Ten:

Joseph Howland Captain
Pope Mate
Allen Seam Mate
Brown as Copper Smith
as Cook
Orlanar Howland. as Boy
all in the Cabin

Sailors in the fore Castle
Elihu Sherman
John Macomber
Otis Wilcox
Henry Cannon

Set Sail at 1 PM from New Bedford with a Stiff fair wind from N. at 6 PM took my Departure from Cuttihunk bearing per Compass NE. E Distant 12 Miles Steering SW 5 knot Breeze All Sail set & Cloudy

at Midnight Light Breeze & the remain
der of the the Time with variable winds
& Calms Saw about Several Sail
in Sight during the Sabbath

Sunday ~~Novem~~ 21th 1847 Bound)
for George Town, SC. to supply that
Light House first & then trace the winding
of the Coast to every Light House to
Vermillion Bay 36 Light Houses which
Includes the 2 Beacons at Charleston 1 Lamp
Each. in all 492 Lamps.

thus 22th Nov. 1847

~~begins with Light Airs & Calms at 1 AM
distance from Shore (yard) Long Point about
16 Miles distance Sailing along about
20 Miles to the Northward Windward Throu
Light Airs &~~

~~Monday~~ Sunday 21st Nov 1847
this Day Winds variable from SW to SSE Weather first calm more but verry little Wind) long Swell our port
Sun Obscured in the Latitude to be depended up

~~Monday~~ 22 commences light calm weather at 1.30 PM saw Long Island from the mast head Judge that it was about 20 miles from Montauk Point at Light Breeze Springing up from N & E Middle part Light Baffling weather Latter part fresh Breezes from N.E Latt Obs 39.59

Tuesday ~~Morning~~ 23 Nov 1847
All the Day changable weather from fine Rain to clear Wind at E to E S E & SE past a Number of Sail of Shiping Standing to N & a Brig & Schooner in company Standing on our course one Large Steam Boat past Standing North at 11.30 PM a verry Singular Streak of deep Red made its appearance which caused the Sails to appear

I never See the like before it is probably a warning to the Inhabitants of the Earth to warn to be prepared for the awfull Judgements that will Soon be Sent upon a Wicked World. Our Course Steerd these 24 hours is SSW distance Run 89 Miles Which brings us in the Latt of 38.33 & in 25 fathoms Water

Wednesday 24th Nov 1847
begins with fair Breezes & pleasing [illegible] Sailing 5 Knots Steering SSW [illegible] ESE Sounded at 4 PM in 32 fathoms Middle part Smooth at 4 AM Sounded in 18 fathoms at Noon Squally we have Run 90 Miles these 24 hours in a SSW Course No Obs to be depended upon 9 fathoms at Noon but could See no land I think by [illegible] we are between Currituck & the [illegible] Sand Hills Latt Obs 36.44 but not to be depended upon

25 Nov
Thursday begins with Squally weather
took a rain Squall at 1 PM clewed up
the Topsail hauled flying jib & T Sail
Sail over at 2 PM Made Land at 3 AM
tacked Ship off Shore Wind Sly E Set flying
Jib at 4 AM just one Sail [illegible] N
[illegible] Boat Mr Mason & John + ~~Horatio~~
+ Macumba
Fish with the Humps
at 4 30 high mountain [illegible] at
8 heavy breakers [illegible] the breakers
on Shore at 11 Light Breeze sprung
up from ESE at Midnight SSE at
7 AM Set Hung out Main [illegible]
Set flying jib We have made little
or no headway these 24 hours Lat Obs
26,27 S in 17 fathoms one Brig in Sight
Standing on our Course —

Friday 26 Nov 1847
begins with Moderate Winds from WSW
& [illegible] Set Hung out Topsail & Set Topgallant
Sail heading up Sly W Sailing 5 Miles
per Hour at 10 PM Blowing heavy [illegible]

Wind S b W at Midnight took in flying Jib & Single Mainsail at 2 AM made a light 2 points on Starboard Bow we have only Run since yesterday noon 35 miles a new Light House is Built very recently on Bodys Island) it was to be finish the present Month at 7 Am made Hatteras Breakers bearing NW & 6 do the Capes Light Bore S b W 15 Miles a heavy Sea on Set flying Jib & let Reef out of Mainsail one Ship & Schooner in Company Steering W N W at noon Obs in Latt 34.59 fine Weather & a Stiff Breeze -

Latt 27 Nov 1847 Bound to George Town. this Day begins with Stiff Breezes from Sd NW & Pitching Clouds at 3 AM left To sail the Schooner Elvira of Brook Haven kept us she was just in a Ship of Bollard - the Sea has gone down at 8 heavy Breeze furled Topsail flying Jib double Reefed Mainsail & foresail took bonnett off Jib Sea Rising fast at midnight heavy Sea & blowing heavy the Schooner

Labouring hard) Sailing the Wind a beam
Steering WSW at 5 AM Sounded in
15 fathoms Coarse Gravel Kept in that
depth untill 6 at then Began heaving
at 10 AM more Moderate let out Reefs
out of Each Sail & Set Flying Jib
Few yards. Smith Latt Obs 33.35
N in 17 fathoms George Town Light
Bearing NW 30 Miles Distant
one Ship in Company

Sunday 28 Nov 1847
the Day begins with fine pleasant
Weather Wind NbW to NNW & WbN
Sailing by the Wind) at 4 PM 15 fathoms
at 7 in 12 fathoms a Clear evening
not a Cloud to be Seen at Midnight 17
fathoms the Wind backened to the West
tack Ship & heave up NbW at 2 AM
12 fathoms at 3 in 9 fathoms at 3.30. 8 fath
& Gravel George Town L House
bearing NbW at 4.30 back the Topsail

& hove to for Day light at 7 Tacked Ship to SW Light House bearing WNW 5 Mile Distant at 8 Am a pilot came on board & Sailed through between the East Bank & the Main Shoal had 4 & 5 fathoms of Water the East bank has not more than 7 feet at Low Water & runs on a SE course for 2 Mile, ran close on board of the N & South breakers of the New Channel which is to the NE of the Main Ship Channell which is the Best bar with a leading Wind because it is a Strait course in until you get into the Main Channell & then Run for the Light House or bring it to bear NbyW & run for or bring the West part of a House on to the East Side of the Light House & Run for it — — After passing this New Channell beat up to the Old Bar left the Buoy on the Larboard Side close board of it & then with the Beacons in range with a high round top tree bearing about NWbW

Crost the Bar in 13 feet Water & ran
untill Nearly up with the Beat-Buoy which
we left about 200 feet on our Larboard
hand) then kept of N E about one Mile
leaving a Dry Shoal at half tide on our
Starboard hand, continue on for a buoy
ahead untill within 100 feet & left
it on the Starboard hand & then run for
the Light House you change your course
here the same as coming in over the
Bar Channell & soon come to ancher
Just above the Light House in 6 fath
Water .. So ends this 36 hours sea
account We have had 8 Days
passage from Lane Braziel) the first 6
Days were very Moderate but the last
2 Days were very Blustering --- ---

Monday 29th 1847

All this Day blowing Heavy from
N to E Went on Shore & Supplied the
L House. got through about 2 PM
2 Men unable to do duty with the Mumps

November 30th 1847 Lying at George Town Light House all this Day Blowing a gale from N E & Cold the Gale moderate the Evening a dark Night a Schooner from Little River loaded with Staves for Charleston Sprung a leak yesterday afternoon this morning put away for the port & came in the North Channell Struck on the Point Shoal & Bilged the Crew left her this afternoon with part of her Mainsail & Jib on her

Wednesday 1th (December 1847)

Still lying at George Town Light House the Day begins with heavy Gales from N E Stormy with Rain, at 1 PM the Wind came Suddenly from the South Blowing Heavy Sun came out at 2 PM rainy at 9 a Dark & a small light Rain at the Same - - - - - - - - - - - -

Thursday Decm 2d 1847

all this Day very Changeable weather Remarkably So from heavy Squalls to Calms Wind) all round the Compass Almost) with Rain & Fog no opportunity to get over the Bar

Friday 3d Decm 1847

Lying at G Town L Houses

First & Middle part of this Day blowing
& Raining & Fog Wind at Sth SW latter
part Clear & pleasant Two Schooners
Sail out over the Bar just at Sunsett
(drawing a Light Draft few Sail
remain) in the Roads high water
at 11

Saturday 4th first part of the Day
fine Breeze from the N&W half the
Tide of Ebb made before Daylight
but 4 besides drawing a light Draft
Bound for Charleston Sailed out over
the Bar at Noon Calm at 2 PM wind
from South at 5 Wind SW at 7 do
WSW Clear & pleasant 5 Sail of
us lying waiting for a time to proceed
out to Sea

Sunday 5th Decm 1847
pleasent weather Wind from NWbW
got underway at 8 Am with a pilot
on Board & Sailed over the Bar
at Noon light winds from WSW
at Sunset came to Anchor Cape Roman
Light House bearing N. 2½ Miles distant
5 in 2½ fathoms Soft Bottom

Monday 6 Decm 1847
all this Day pleasent weather wind at
W & NW first part at 3 Am parted our Small
Chain & having a new Hawser bent for a keg
Rope held her untill let go the Starbord
Anchor let all ~~Hands~~ untill day Light
then hove up our large Anchor & hove in
our Hawser to the Anchor & weighed it hove
it up & let go the Best Bower again
went on Shore with our Boats & visited
the Light House Landed outside of the Point
had a pleasent Smooth time returned on
Board at 4 PM & found a Charleston Pilott
got under way for Charleston

Wind at N E Steered SW by W Light
Wind Midnight the Same

Tuesday 7 December 1847

Moderate Winds from N E at 1 AM made
Charleston ~~LH~~ Light at 2 AM fresh
Winds hove too for Day Light at 8
past the Bar of N. Channell at 9 Came to
Anchor at our usal place to Supply the
L House built to Date in the Year

Wed. Decm 8th 1847

fine pleasant weather wind at N b N E to
N E went with our Supplies in booth boats
& Supplyd Charleston L Ho about 5 Miles
from the Schooner about 2 Miles up a Crick
Which being is 7/8th of a Mile from the L House
have to root our Oil that distance hired two Men
to help us finished & returned on board at 7 PM
So ends the Day. One Man Sick. Mr Alden

Thursday 9 Decm 1847

All this Day Winds to Eastward &
Rainy 2 Men Sick. at 7 AM got under
Weigh & Saild up to Charleston & got a
Thompsonian Docter & caried him through

a course of Meridian Supposd Mores Island Bears 10th

Friday 10 Decm Lying at Charleston All this Day blowing fresh at SW: Carried the 2d Mate through the 2d Course of Meridian

Saturday 11th 1847

Wind at the South No time to get to Sea 2d Mate rather on the Mend

Sunday Dec 12

fine pleasant weather Wind at NW: Myself & Crew went to the Bethel all Day

Monday 13 Decm fine first of the Day Wind at NW got under Way from Charleston in Company with Several Sail the Brig that had on board the Remainder of the Materials for building Cape Canaveral Light House Said about ½ an hour a Head & the only one that got out over the Bar we returned back & Anchored in the Roads the others went up to the City the Latter part of the Day blowing a gale from SSE how favoured we are in getting out to Sea

Tuesday 14 Dec 1847

at 1 am Blowing & raining from Southward
at 3 am Wind Shifted in a rain
Squall at NW & Blew Tremendious
at 10 Am got under Way for Tybee
at 11 Crosd the Bar More Moderate
Wind North W at Sunsett to the N of
St Helena Sound heading up SW by S
So ends the Day Reefd the Topsail Mains
ail took in Flying Jib blowing heavy

Wed 15 Decm First part

Blowing Heavy from NNW at 2 am
Made the Light Boat on Gaskins
bank at Day Light Made Tybe
L House beat up & Came over the
Bar at 3 PM & Come to Anchor at
our usal place to Supply the L House
6 English Ships & Barks lay abrest of
the L House bound up to Savannah

Thursday 16 Decm 1847

a Cold Day Wind from West Supplied
the Lights & return on board at 5 PM

Friday 17 Dec 1847

all this Day fine Pleasant weather Wind from Wt to W N W —
finish our repairs on the Lamp bottom on board at 11 AM weighed Anchor & Sailed for Sapphelow Island Light House at Sunsett we were off the N End of St Catherines Island at 11 made the Light on Sapphelo at 12 Came to Anchor in 5 fathoms Smoothe as a Mill pond

Sat 18th Decm

got under Way for Doboy Bar about 6 Miles off Sea a bark Lying off & on ran down & Spoke him he wanted a pilot it was a Scotch Bark from Glaskow & wanted to follow Me in but it bein half Ebb or More he drawing 12 feet I told him he could not I went on board of him Gave him My Coast Pilott as he had none I told him as the Wind was at the N to Keep about 2 Miles to the Wind ward of the Bar then he would in a Situation when a boat came off to run down to her

& left him Standing of & Ran about
out of Sight a Whale boat past us with
3 men in her Sailing out after her but
the bark was So far of & the boat being
leaky they returnd back to the Lt House
in the mean time we had arivd & [illegible]
Come to Anchor abreast of the Light
& See the Bark Standing in the whale
boat Come a long Side & I prevaild
upon them to go out again to get on board
& bring her in but it was with a great
Deal of urging that they concluded to try
to get out the Wind had hauld more
Easterly & they & us Started or left the
Schooner nearly at the Same time
we were going to Supply Wolf Island
Beacons we parted from them & they
did Not go more than one mile before
they tack Ship & run up to Doboy Island
the Bark then was of the Bar here
& there was no Boy on the Bar & the &
Breaker Boy was moord to far inside of
the Breakers which made it Dangerous
for any vessel when the Capt was not well
acquainted to venture to come in

Sunday Decm 19th 1847
all this Day fine Pleasant weather wind
Light from SE

Monday Decm 20th
Laid at Sapplow L House until -
there & Supplied the Light House

Tuesday Decm 21
fresh Breezes from WNW Some 6 Am
weigh Anchor & Sailed out over the Bar.
for the best water you bring the Black beacon
which is the West Low one over the South
corner of the Dwelling House & Run for-

or from it - but a New Dwelling is about to be built - & probably will not stand where the old one now stands if the old house be taken down you must bring the black Beacon nearly a handspikes length Open to the Southward of the high white beacon the Buoys you cannot calculate upon ~~upon~~ Sometimes there is no bar buoy & then North Breaker will be out of place to far inside got 7 Am from the Bar bound to St Simons Light House Steered SE SSE. S. & S by W - arrive off the Bar at 11 Am No Buoy outside the Bar neither at the North Breaker Head one half Buoy up to the L H on the South end of the Middle Ground this Shoal ground extends nearly from Shoal to Shoal with only 9 & 10 feet at low water at 1 PM tide made flood beat in over the Bar got to our usal place of anchorage Just below T B King plantation came to Anchor at 4 PM

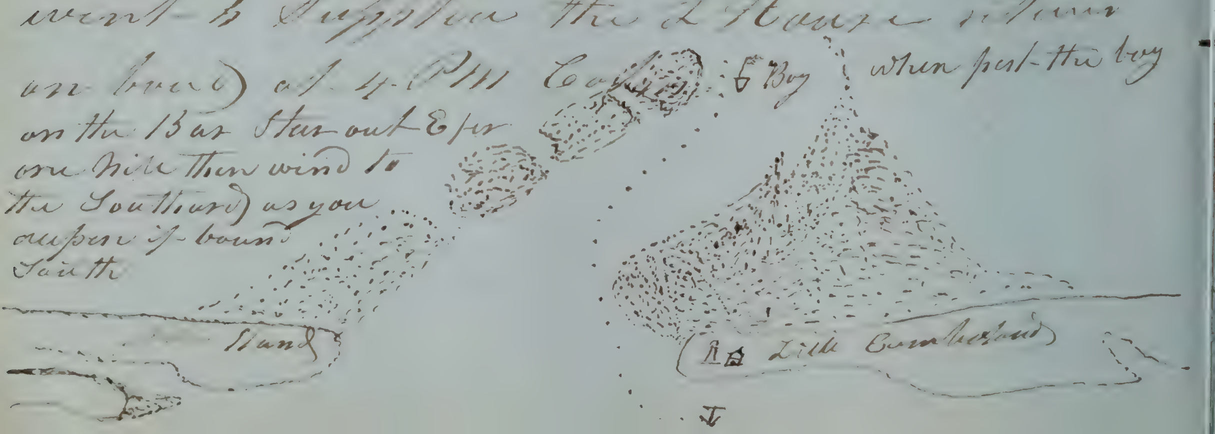
Wednesday 22d Decm 1847

Lying at St Simons

First part of this Day Severe Cold wind
Both W Latter part more Mild
Supplied the L House got through at
11 am ---- Blowing Fresh

Thursday 23 Decm 1847

Wind NW more Moderate got under
Way at Sunrise & Saild up & went
through Jakel Creek in Crossing the
Mud Flatt before entering the Creek
we only had Nine feet Nearly high
water at ~~am~~ 10 got through the Creek
went over St Andrews Sound & came to
anchor Little Cumberld Island Light House
bearing South Went on board Shore
went & Supplied the L House returned
on board at 4 PM Course when past the boy
on the Bar Steer out E for
one Mile then wind to
the Southward as you
please if bound
South



Friday 24th Decm 1847

a fine pleasant Day Wind S. West
at Noon Come to Anchor of the Bar of
Amelia Island to wate for the tide at
1 PM pilot came on board at 3 PM got
under Way Light breze from SW made
Several tacks to weather the So Breaker
buoy fresh breze Sprung up from SE at
Sunsett Came to Anchor at Fernan
dina on Amelia Island

Saturday 25 Dec 1847

Lying At Amelia Island at 10 Am
Started with our Supplies up a
Creek 3 Miles to the L House up by land
and there at Noon got our Oil
part of it up to the LH & Comen to
Rain could Not get through untill
Nearly Sunsett & was obliged to leave
our boat untill Monday

Sunday 26 Decm 1847

a Cold Day Wind at NW

Monday 27th Decm 1847
Wind from the North went up to the Light House to See if we could make the clock answer took the old one away & put up the new one but could not get water enough to carry it took it away put the old up again & returnd on board

Tuesday 28th Decm 1847
wind a head & afternoon Raining went up to St Marys returnd back at sunsett

Wednesday Thursday Friday & most of Saturday foggy weather Dropt down into the Sound Saturday Morning So as to ~~tt~~ take the Flood tide up to Cumberland Island & Anchor arivd there & came to Anchor at 10 am went on Shore & got a boat Load of Live Oak wood

Sunday Morning January 2d 1848
at 4 am took a heavy Squall from NW attended with Rain Held a Meeting in the afternoon & an Interesting Season praise the Lord for his goodness & tender mercys manifested to us

Monday January 3d 1848 all Day
fine pleasant weather wind from NW
to North pilot came on Board just at
Day Light weighed Anchor & Sailed out
over the Bar at 7.30 for Pilots
came over the Bar at 3.30 PM & sailed
up to our usual Anchorage place just
above the Starboard point

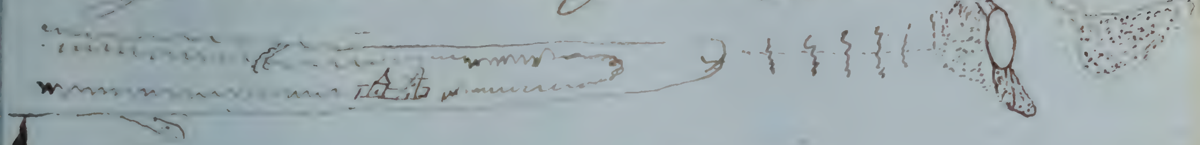
Tuesday Janu 4th 1848
fine pleasant weather wind NW
at 5 AM Went down & Supplied St
John River 2 Hours the afternoon
calm high water at 6 AM

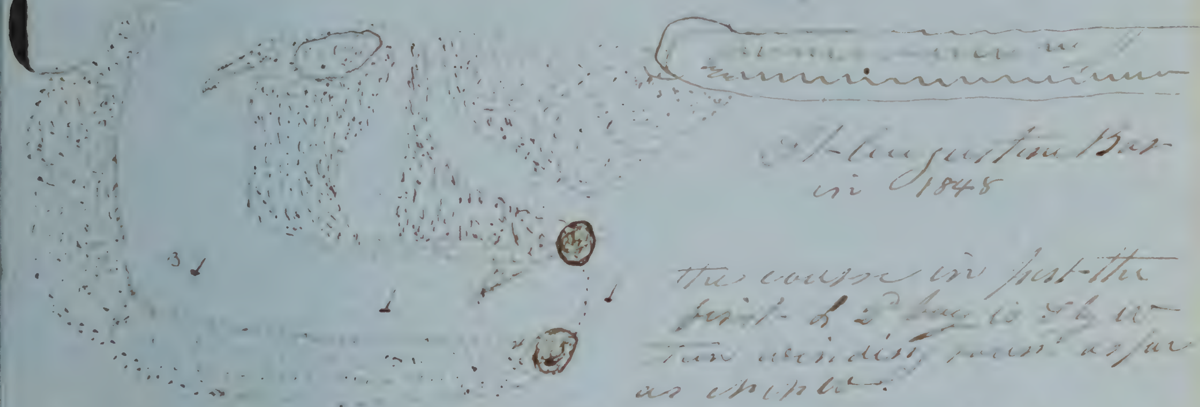
Wednesday 5 Janu 1848
all this Day light Blowing weather
wind light & all round the Compass
no time to get to Sea

Thursday 6th Janry
foggy until nearly Sunrise fresh wind
from WSW at Sunrise got under way
a Brig & a Schooner in Company
soon past the Bar & Steered SE half
an hour then SSE & S by E following the

Coast between this & St Augustine
at 11 am made the L House at 1 PM
hove to of the Bar to wait for the Flood
to rise to go Over the Bar it is very
Smooth but a Black Cloud rising in
the SW appearance of a Squall
pilot come Down & lyes within the Bar
Lowered Down my Small Boat & with
the pilot went over the Bar where the
boat was he Said that the tide would
be high enough by Sunset but we
Sailed over the Bar half an hour before
but only have 9 feet water & we draw
8 feet 10 & Just as we were on the Shoal
part of the Bar there Come a heavy roller
but we did Strike the bottom. there
is 3 Small pole Boys down one just
outside of the Bar 2d Inside the 3d in
3 fathoms. the first we left 200 feet to
the West of us the 2d & third to the East of
us Course in about S & W then SW: W
S.S.W at Dusk beat up Towards the LH
& then tacked up & Came to Anchor at
our usual anchorage & here we are in
& wait the Wind to get out from SW
to the NW & the Bar has Changed

very much in a year past





St Augustine Bar
in 1848

the course in past the
point of 2d buoy is S b W
then winding round as far
as visible.

2 years past the Bar was [illegible] precisely
you had to run in North

Friday January 7th 1848 all this day
fine pleasant weather wind from NW &
North supplied the L. House this forenoon
went up to Town bought supplies for the
Schooner got news papers bought 4 Bushels
of Corn in Amelia Island & gave it to the
Pilots as a present. a brig & Schooner
came down into the Roads to be
ready to go to Sea on the following morning
Should the wind be fair

January 8th 1848 Bound to Cap Florida
All the Day a fine Breeze
from WSW to S E got under Way
With a pilot on board & proceeded
out to cross the Bar at 7 30 am as
Smooth as a Mill pond 2 Vessels in
Company to the Sea 2 miles upcoming
Down discharged our pilott Peter Capola
& Steer E S E half a Mile then S E a few
Moments then S by E untill we past
Mantanzas inlett 15 miles from St Augustin
2 Hours at 4 PM past Close on board the
Entrance of Musquito Inlett where
the Wreck of a large Steam Boat &
a Brig & about 5 Mile South a large
Schooner with both Masts & topmast
& Riging all thrown on Shore, we are
have Sailing 5 Miles pr Hour Wind
S S W. & Steering S E at 6 PM S E by S
at 10 PM Stiff Breezes, at Midnight [illegible]
3 in 10 fathom Judge ourselves nearly up
with the N E part of the Shoal of Cape
Canaveral

Sunday 9th January 1848 Bound)
to Cape Florida. all this Day fine
Delightfull weather Standing of from
near Cape Shoal at Day Light Standing
to the Westward) Made the Cape & the
Light House of Cape Canaveral it
bore WSW about 9 Mile distant we had)
11 fathoms continued) ~~that~~ on untill in
5 fathoms Regular Sounding & further
Ship then by appearance we were 4 Mile
from the Beach it is so North that there
is no Beacons in Sight on the Shoal
Beacon) as the & best seen) the Shoal
& upon it Dwelling House in Sight of
Deck we wore) 2 Sites with only 5 fathoms
then Caught) into Seven & When the L
House bore WbN 6 Mile distant we had
3 fathoms the Shoal was very narrow it lay
about SW & NE Clear) to the Southward
we made a long tack to the Westward & only
in 7 & 8 fathoms & when the L House
bore NbW Soft Bottom & Stood
in to the West Shore before we tack ship

at 1 PM took Ship the Light House bearing S by E four Mile distant the Western Shore 2 Mile off in 7 fathoms Soft Bottom Westerly & Northerly winds Makes it very Smooth. this is New Light House by appearance is nearly Completed & the Lanthorn on but the Staging is up round the Tower & the Dwelling House built at 10 PM Sound we Tacked Ship Lay the Florida Coast along heading up SSE & SE by S at Midnight passed Hillsborough Inlet Light bear from West & in 9 fathoms

Monday 10 January 1848
begins with Stiff Breeze from W Sailing in 9 fathoms Steering SE at 2 AM took a Sound from the North hauled up & Run 10 Miles ESE before we got into 12 fathoms Sailing 9 Mile per Hour with Mainsail Reefed & Topsail Settled Down at Day Light Hauled in & Made the Land & ran close in board of it Saw the Shore

Along about one Mile off Steering S S E &
S by E [illegible] at 10 Am past
Something on the Shore where the Sea Broke
against it which had the appearance
of Rocks about 500 yards long & then
quite an Inlett with a River opening
to [illegible] a N W through the Swamps
Some distance further along more Rocks but of larger
then becometh a high Mount. a point
which is about 11 Miles from the Inlett
reef with Rocks lying to the South
of the point, & off from the Beach 3/4 of a
Mile & high out of water at this point
the coast is little more South Steering
S E at shore, at 1.30 PM past a dry Inlett
at 2 pm, 3 oc past an Inlett nearly filled up
only channel Supposed for a Boat with
2 Branches one to the Left & the other to the right
at 6 made Cape Florida Light shortened
Sail at midnight the L House bore
the distance 10 Miles Heavy winds & a
high Ro Sea on

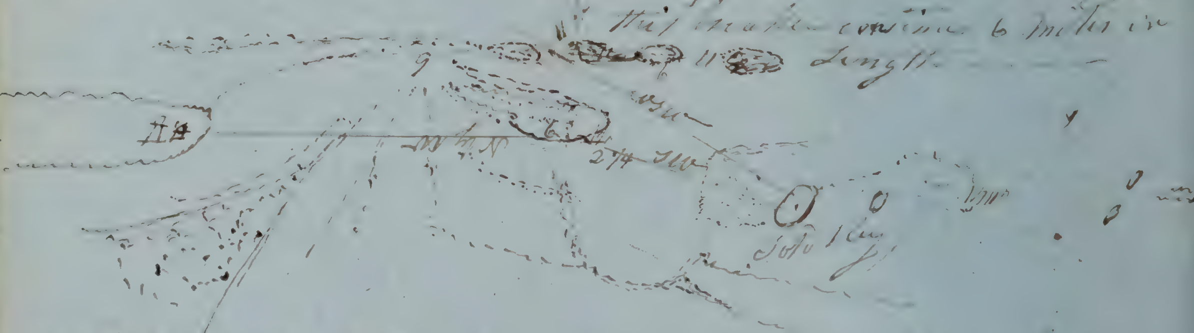
Tuesday January 11th 1848
All this Day Strong Winds from NNE
to NE in Sight of the Light in the
Cape nearly all Day lying under a
Reef Foresail Sea rather Rough

Wednesday 12 January 1848
All this Day variable Winds South
of NNE to East Standing to ESE until
6 am Wore Ship to the NW Suppose
that we are about half way from the
Florida Reef or Carysfort to the Bahamas
at 10 Am Made Land at 11 do
Made Cape Light House bearing
WNW & Soldiers Key NNW made
one tack off Shore As we could not
fetch past Fowey Rocks which are
on the edge of the Bank & are always
a breaking & bear E by S from Soldiers
Key & SWbW from Cape Florida
Light House about 7 or 8 Miles distant
we Steered to the Nd Keeping just outside of
Banks until the Cape Lt House bore

West-then hauled in for the L House
striking Soundings as we entered on
the Bank in 8 fathoms about 4 miles
distance from the L H & Shoaling
gradualy untill we ran into three fathoms
Then Soundings then hauled up
from SSW to South & found a long Shoal
Lasting about half a mile from it & more
as we drew towards the South end of
it & When Soldiers Key bore W & the
Cape Light-House N b W then
Steered for the L House we ran that
Course but a few moments soon found
that course would not take us in as there
still was breakers on a small spot that
broke Occasionally we came near it & then
tacked Ships to the S Ed hove the topsail
aback & went with small boat
& Sounded found a few rods to the
~~South~~ W of the Breakers Eleven feet
& further to the Northward in side of
the Bar 2½ fathoms Set the Signal

for the Schooner to take Ship &
come in, & Watch my War as a warp
warped her in & as soon as past the
Bar inside hove a back & we got
on board & a Strong Eb tide out come
verry near of being swept on to the
bar although we would have been
Inside of it & nearly Fair Water but
Dropt the peak of the Mainsail & were
of quick cleard it - ran a Short distan
from it & Shoaled our water quick
before we could tack Ship ~~[illegible]~~ she
brought up on a Sand Shoal immediat
ly run out our Kedge anchor to
the East, she was a Lying broad side
to the Wind heading for the Light
House. with the Current Setting out
Strong we hove her head to the wind
& the tide after about half an hour
Carried her head to Southward. but in
the mean time we had Set Mainsail
& fore Sail to try to drive her off but
all to no use we then weighed the Kedge

carried it out on our Larboard bow & then Hauled our ~~ou~~ Larboard Anchor & the whole length of the Chain out & have it taught by this time the flood tide made in & the Swell began to rise & the Schooner began to strike Heavy & by working to Leeward Soon parted our Larboard Chain weighed the Kedge Anchor - as the tide flood She kept working to the South & about quarterly between the Edge of the Channel & the Striking there I see no chance to Save her tried or sounded the pumpes found She made no water got our Bread out of the Run in case of accident or Springing a leak & let her Swell with her Mainsail upon her & that about 5 point of at 10 PM about high water worked off the Shoal into 2 1/4 fathom & let go our best Bower Anchor. Glad to come off so at 11 the Men in the forecastle hear the water running in about the Foremast to informed me I went into the Fore with light up on one of the plank of the Floore but could not exactly ascertain where the leak was but supposed it was about the forward end of the Garboard pumps bound to give quite a spell & so ends the Day



this shoals continue 6 miles in Length

as before attempting to come in set the signal for a pilot but could not obtain one

Thursday January 13th 1848

All this Day fine pleasant weather Wind from NE to E. we are now lying 5 Miles from the Light House went on Shore to Supplia it is a new L House 65 feet high built of Brick & a Brick Dwelling House one & a half Story high the Lantern has 17 Brass Lamps & 21 Inch Reflectors

Lantern Glass 22 by 25 — & was lighted up 30 april 1847 & 10 new Oil Butts . & the Keeper-name is Duke . this Light House is on the ~~West~~ Southy point of Key Biscayno generally Cald Cape Florida it is a Low Island about one mile Long one quarter wide & productive of the Coconutt Tree & a variety of other fruit Trees & vegetables of All description it is a verry important Light . returned on board at Sunsett

Friday 14th 1848

Light Flattering Breezes could not get out went & filled Water to the Light House there is 3 Wells near the House & good water & a plenty of it

Saturday January 15

Blowing fresh from the N E

Sunday 16 January [illegible]

Lying in Harbour of Cape Floriday went on Shore at the Cape which is 5 Miles Distant returned on board at Sunsett past the Keepers Boat returning from Key west from whom we expect to get a pilot to take

a pilot to pilot us inside the Reef to
Key west — — — — — — —

Monday 17th January 1848

All this Day fine pleasant weather
Wind N.E. went on Shore at the Cape
& agreed with the Keeper Son in Law
Mr Duboose to take his Wife & 2 Children
& Mrs Williams his Wife Sister to Key
West & he give us his pilotage & to leave
on the following morning

Tuesday 18 fine delightfull
weather Wind at the N.E. they came on
Board at 9 Am weighed Anchor & Sailed
& about 1 & a half Miles Soldiers Key bearing
N.W. grounded on a Small Shoal in the
middle of the Channell & lay about 15 min
Ran our Kedge anchor out & got of, at Suns
et Came to Anchor at the Dragu[illegible] Key
where was 7 Wreckers lying it has been
delightfull Sailing all this Day smooth
as a Mill pond our cours steered to Day
is from SSE to SW.

After getting of the Small Sand Spit. Steerd S S E Shortly passd Ragged Keys 3 or 4 in Number here the Chanel is Narrow then Came up with Elliot Key which nearly Joins Key Largo Elliots Key is about 2 miles Long we are now Sailing in the inshore Chanell there is a Chanell outside of us & a Coral Reef between which is almost impossible for a vessell to pass from one Chanel to the other at 4 PM we are coming up with Key Dragus which Lies half a Mile from Key Largo at Key Dragus the Wrecking vessels are Stationd here we anchord for the Night & 7 sail of Wreckers were lying here Wednesday 19 January 1848

got under Way at Day light Soon past Key Tavinier 3 Miles distant Steering S W b S Wind [illegible] Soon Came up to the West end of Key Largo which is 4 miles from Key Tavinier, you Must not Shut in Key Dragus by Key Tavinier as it will run up upon Rocks

Wednesday 19th January 1848
a delightfull Day Wind from So to SWt
got under Way at Daylight & Soon past
Key Tavinier about 3 miles from Key Dragos
Steering SWby S to SW - 4 miles from Key
Tavinier is the West end of Key Largo this
Key is about 40 miles long

Thursday January 20th 1848
Lying at Key West at 11 am while heaving to
the Flood Tide the Boy Rope to the Anchor
caught in the heel of the rudder & when
the Tide made Ebb she lay with her
Head down Stream & continued so untill
the Flood tide made went on Shore
& got a Conk Diver & made 5 Dives
under her Bottom from Stem to Stern
the first Dive brought up 2 Copper
Nails out of the Copper near the Hoodends
2d do Said part of her Shoeing of Midships
3 Dives about her Stern post & Keel Said
her lower pintle & the Rudder Joint was
broke off & about 4 feet of her Shoeing
gone paid him 15 Dollars - at 4 Pm
hove up our Anchor & ran along Side
of Mr Walls Wharf to Repair Damage
Mr Wall which Keeps Store at the Head
of it is agent, what to do I hardly know
to Discharge & heave out is a heavy Job
& great attention the following Day will deter
mine

Friday 21th January 1848

Wind NE blowing fresh unhung the Ruder & histed it on Deck hunted in every Store to find a Composition Brace found one which to Large & in attempting to bend it Brack it returned it without paying any thing the Cook Bivers was a Black Smith & said he had an Iron One went up & See it found by a little alteration it would answer the Same put it in order & brought it Down & put it in the Ruder Just screwd it & then hung it to See if it would answer but had to alter the position So ends the Day Saturday forenoon got it completed & at 330 Pm Sailed for Tortugas. it was all providential the Brig Hope caught in between the Ruder & Stern post which Shows us all was not as it Should be

Saturday 22d January 1848
All this Day fine, Wester
Weather Wind) at 11 finished our repairs
on the Rudder & hung it & got ready to
Sail for the Tortugas by leaving the
the wharf & warping out into the ~~the~~
& coming to Anchor. paid) my Bills
20 Dollars for Diving & Rudder Iron
1 Dollar for Wharfage

at 3.30 PM weigh) anchor
& Sail) for the Tortugas Islands at 5
we past Sand Key a Desolate Spot Nothing
to be seen of the former Light-House
& Dwelling House which was Swept away
in the late Hurricane & the Keeper
Capt Appleby & his Daughter & young Child
[illegible] perish — — went inside of the
Dry Rocks 3 miles to the Westward then
~~Stood~~) West at 4 PM got into 3 fathoms
Kept off SW for half an hour deepened
into 5 fathoms then hauled up W & W by S
at 11 PM made Tortugas Light bearing
NWbyW So ends this Day

Sunday January 23d 1848

All this Day Blowing fresh from N th N th E at 2 Am Hove to Light-on the Tortugases bearing Wly N.) to Wate for Day Light at 6,30 Am fill-away for the Harbour at 730 Am came to Anchor in one of the finest Harbours in the U. S. States & easy of access---- found Many large buildings up & some pretty finished but nothing as it regards the Fort begun, about 80 Men at work on these buildings & the last appropriation nearly Exausted & work will Stop Lieut Wright. has Charge of the works Mr Phillips Superintd of the Carpenters & Doctor Whitehurst as Clerk & Doctor

went on Shore ~~to~~ ~~[illegible]~~ & Held a Meeting in a Large Carpenter Shop About one half Coloured People one of the Slaves Carrys on a Meeting he has about 12 Members & enjoys themselves Well we had an interesting Season have rejoiced the y

Coloured religious people one of the Pocahage with what Gratitude they express themselves on Account of my coming to help them — in the Evening held another interesting Meeting thus passes another Sabbath pleasantly away in Striving to do my Masters will

Monday 24th January 1848

Supplied the Light House with Oil had little or no repairs to make Mr Thompson still keeps this L H an interesting woman for his wife Likewise Mrs Smith her Sister is here her Husband Capt of a Packet I was treated verry politely by all all on the Island I went on Shore in the Evening to Mr Thompson not calculating or expecting to hold an Evening Meeting but there had been one appointed & at the usal time of Meeting I was Called out of Mr Thompsons & informed that they expected & wished that I would Come & preach to them again of Course I could not refuse went & gave them All the encouragement that I was capable of had a Pleasant & I hope a profitable time the Speaker as well as brethren & those that were Not sojours

Tuesday January 25 1848

Wind) blowing Heavy at N E ~~[illegible]~~ ~~but~~ ~~[illegible]~~ to E & ESE got ready to Sail after Diner 6 passengers Came on board) which were Mechanicks & took passage Some to go to Pensacola the Others to Stop at St Marks & one boy which had been cast away. Sail'd from the Harbour at 130 PM Steerd Said from N by W to N b W & as you leave the light House Say one Mile Steering due N untill the Light comes between the 2 Chimneys of the Middle 2 Story Brick Kitchen there is 3 of them which Lyes to the N of the Large Dwelling erected for the Officers you Keep the Light House between these 2 Chimney untill you pass a round Shoal about 4 Miles of you leave it on your Starboard hand run past it say of a

then edge of to the N W by N untill
you bring the L House with a Single
Chimney on the West Kitchen this is a
Large Chimney & only one upon the House
keep it on untill you run of the Bank
the Light House will bear N W b N
N ½ W Took My Dep. At 3 PM being
that Courses Dist 11 Miles of Dukes
Steering N by W untill 4 30 Set the
Square Sails & Kept of N by W ½ W
at Midnight we have run per
Log 60 Miles So ends the Day

Wednesday 26th January 1848
fine delightfull weather untill
3 PM when it began to Rain wind
fresh at SSE to S by E at Noon obs
on Latt 27.16 we have Made 160
Miles Diff Latt we are now 27 Miles
to South of Tampo Bay. All Sail
Set Steering N by W Midnight Moderate
Winds from SSE & Cloudy

Thursday January 27th 1848

Sailing Towards St Marks in 17 fath All this Day pleasant Weather & Moderate Breeze first part from SSE middle part W S W at 2 PM hauled to South at Noon Latt Obs 29.14. & in 13 fathoms Steering N by W at 1,30 PM made South Cape bearing N b W at 5 do made St Marks Light House of Deck bearing N b W at 6 30 Come to Anchor in 2 1/4 fathoms the Light bearing upon that point, & now the Lord has Blest us with a remarkable quick passage of with 52 hours passage (much the Shortest passage that I ever made at Midnight wind) at N N W So ends the Day

Friday January 28th 1848

Lying outside of the Bar at St Marks 5 Mile from the Light at Day light we foun ourselves about one quarter of a Mile from the Boy Just outside of the Bar & Just in the range

With pole Beacon on the East Bank in Range with the West end of a Small Cluster of Trees betwixt the Light House & the Main Woods to the East of the L House a Brig Sailed out past us at 7 Am Bound to Newyork. Went on Shore & Supplied the Light. Wind at 11 & was Ebb Tide against us had to Row 5 miles got through at Noon Wind Hauled to the South & the Flood Tide Made in had to Row & Sail & Beat back again got on board at 3 PM at 3.30 got under Way for Dog Island Light House Steered by the Wind S S E at 5.30 in 5 fathoms tacked Ship in to the West W at 6, 3½ fathoms the Light bearing N by W ½ W tacked Ship to the S by E at 6.30 PM lost Sight of St Marks. L. House bearing N by W ½ W & in 5 fathoms Wind S W by W all Sail Set by the Wind at Midnight delightfull weather & moderate Breezes tacked Ship to N W in 13 fathoms

Saturday January 29th 1848 Sailing from St Marks Towards Dog Island, all this Day fine delightfull Weather & Moderate Winds & Light Airs from All points of the Compass at 2 Am made Dog Island Light bearing WSW. from the Fore Yard at Day light Near the Light House of [illegible] at 1 PM Came too in 3 fath L House Bearing WSW Lowerd our Boat to get in our Supplies & Started for the L. House 3 Miles Distant at 2 arrivd on the Landing on the Sea Side as Smooth as a Mill pond Supplied the L House returnd On board at Sunsett — we have done remarkable the Week past we left Key West last Saturday at 3 PM Sunday Morning arrivd at the Tortugas Tuesday afternoon left there for St Marks a distance of 340 Miles arrivd there on Thursday Evening at 7 Am 52 hours passage Friday Supplyd St Marks & this afternoon Supplied Dog Island at 8 PM Calm Dog Island bearing NWbW 6 Miles at 11 PM fine Breeze from E b E midnight pleasant weather we have Steerd S S E Since 8 PM & have Run 20 Miles

Sunday January 30th 1848

this Day begins with whole Sail Breezes from East hauld in North W for to get Soundings of Cape St George Shoal at 3 AM got into 4 fathoms water & tracked it round in 3 fathoms made St George Light bearing N W b N So Kept to the South & West untill St George Light Bore N b W then Hauld in North W just after Day Light made the Buoy on the Bar & the Pilot Boat a Coming out but rather to late we got Over the Bar before She got us at 7 am Came to anchor just above the L House in 7 fathoms "

Monday 31th 1848

All this Day or first & middle part pleasant weather Latter part Raining Supplied this Light House & left 400 Gallons of Oil for St Blas Light House which is now a building to be Lighted up 1th April 1848. It is to have the Old Lantern & Lighting Apparatus from St Joseph House

Tuesday 1th January 1848. Lying St Georges Wind at ~~N E~~ N E at 11 am Weighed anchor & sailed for Pensacola Light Winds at 4 PM past Cape St Blas we have Steered from St Georges at 5 30 PM Cape St Blas bore E 10 Miles Distant, Steer W b W for Pensacola at 11 PM Shower of Rain Sailing at 8 Miles pr Hour 12 mid night have Sailed since we took our Dep 58 miles So ends this Day

Wednesday 2d 1848

All this Day Blowing & Raining from E N E to E Land) Fore Topsail at 2 am handed, [illegible] knowing that we should be [illegible] with

Pensacola before (Daylight at 630 Am.
Made Land ten Miles to the Eastward
of the Light. this Island which is calle
St Rosa for a long distance to the Eastwa
the Sea Side has Large high Sand
hills but when at distance from them it
Shows heavy Wood lands but there is a
Sound between these Sand hills & the
Main which these Woods are upon this
Shore is bold untill you begin to Draw
near the West end of the Island where
is a Large Fort & about 3 Miles to
the Eastward of the West point there
is two Hammocks of trees Seperated
from Each other Some distance which
are a guide to tell you when arriving
near the Harbour when you are to the
Eastward bound to Pensacola you
may Bring the Fort which is on the West
Side of the Harbour as you enter it to
bear N.W & Run for it untill the Lt Ho
bears due W then run for the that untill
you pass the Middle Ground then Haul up
the Bay for the Navy Yard) — at 7.30
came over the Bar a pilot Spoke us by
the name of C. Mixon — came to Anchor

Just to the Eastward of the Rail way Wharf in 3½ fathoms Soft Bottom Went on Shore with Small boat & over to the L House & regulated the Oil Butts &c found all new Lighting Apparatus & a new Dome & Lantern which was put up in May last

Thursday 3 Feb 1848

All this Day Wind from N to E first part Blowing & Raining Heavy Middle part Light Winds at 8 am went down with our Supplies of Oil to the L House & relieved what quantity was necessary returned on board at 2 PM this is a hard Light to Supply as we have to roll up a heavy Sand Hill ~~got through at~~

Friday 4th February

Lying at Pensacola or Just below it Light & Calms through the Day from the West Went with our Boats & got 2 Boat loads of Sand on the South Side of the Harbour ~~with~~ filled up about 36 Bls bought a number of [illegible] paid 20 ¢ per Bl

Saturday 5 Feb 1845

got under way from Pensacola for Mobile
past the Bar at 7 am Surveying Schoonr
Lying outside put a letter on board of
her to be Mailed at Pensacola for my
Brother in N Bedford Steerd WbyS
Stiff Wind from it untill we made
Mobile Point L House at 11 am
then Wind Backned round to South
& SSW & beat up to the Bar & then
had a free Wind over bring the L House
on Sand Island to bear NWbyN &
run for it at 3 am come to Anchor
at Sand Island L House Blowing fresh
from SW went on Shore & Supplied
the Light got through & returned on board
at 7 Pm Blowing heavy at WSW
at 5 past & got under Way to proceed
up the Bay to Mobile at 8 PM past
Mobile Point Light House then
Steerd for the North Star untill we
made Choctaw Point L House then
N by W came to Anchor at Midnight

in 10 feet Water Light Airs from the
WSW ~~at 2~~ ~~a~~ Light House bearing N W

Feb 6th 1848   all this Day
blowing fresh from the North wind)
Strong) at 1 Am Schooner Struck a Drift
& drifted 4 Miles Down the Bay we
did Not know it until I turned out
at 3 am payed out Chain & brought up
& lay there All Day

Monday 7th 1848
First part Light Winds from N E
Variable & Latter part Stiff Winds
from the South Went with both Boats
& Supplied Chactaw Point, but before
doing So got under Way with the Schooner
& Beat up as far as we could Sail on
account of Water which was about 4
Miles below the L House returned on
Board) at Dusk So ends the Day

Tuesday 8th Feb 1848
Went up to the City of Mobile with both
Boats. one of them was for Sale but could
Not dispose of her As there was Many more

Boats Now in the City for Sale
Bought about 57 Dollars worth of Stores
for the Schooner Went to See Mr Wm
Bryant & family partook of a fine lunch
& then Went one & half Mile to See my
Neice Louisa M Holmes. O how rejoiced
they Where to See Me I made Her & the
Children a present Each returned
to the Boat & Started for the Schooner
at 4.30. A Revival of Religion is now
going on here Among the Methodist & Bapt
ist O Blessed be the Lord he has
Not forsaken the World yet Our
blessed Lord is Still at Work with his
blessed Spirit in Saving Souls
arrived on board at Sunset So was the
this Day

Wednesday Feb 9th 1848

got under Way from 4 Miles below Choct
aw point L House & proceeded down the
Bay to Supply Mobile point Light Ho
Came to Anchor at 10 Am Went on boa
Mobile Point L House went on Shore

& Supplied the L. House Since we
Supplied it last year the Keeper
was Died & another took his place
but it a short time & was turned out
& a 2d Keeper appointed & appears
Much of the gentleman got through
towards Evening & returned on board
hove up our Anchor & sailed up the
bay one mile from the Wharf & came
to Anchor at Dusk so ends the
Day Wind at E S E ——

Thursday 10th Feb 1848

Wind at S S E fill Wa & Stowed away
our Sand got under Way & beat Down
to Sand Island became Calm & a flood
tide Made Came to anchor about half a
Mile from the L House S E of us went
on Shore & got a boat Load of Wood
& returned on board took a Seine &
caught half Bbl of fine fish Mullet
& Drum returned on board at 3 PM
at 4 do got under Way & beat out
over the Bar Crossed it well to the South
the Light House bearing N by W in 2 fath
at Dusk deepened very Suddenly in 6 fath

Stand) S.W. a Short time then W
S.W. half an hour then West for
Ship Island or to Sail in to the E
end) of Horn Island) Just as it happ
ens at 10 PM made Round Island Light
bearing N.W.b.W. & in 7 fathoms soft
Bottom at 11 N.N.W. at 12 lost sight
of & made the East end of Ship Island
& came to anchor the East End of it
bearing W.S.W. & in four fathoms soft
Bottom So ends the Day

Friday Feb 11th 1848

First part of the Day light winds
from South at 7 am calm at 8 a.m.
light Breeze from S.W. got under
Way & beat down to Ship Island) &
Sailed into the Bay this is the finest &
plainest inlett on the Coast to Sail into
a Wide Beating Chanell with 4 fathoms
on the Bar a Small Shoal makes of
off to the South of the Point Say one Eighth
of a Mile Bring the Sand) point to bear N
by E ½ Steer N & nothing Will trouble
you if you are going to pass Christian

you must Steer SbW untill you pass the
Ground) which Makes from Cat Island) his hard
Bottom this Course will cross it in 2 fathoms
& when you get into 2½ fathoms Soft bottom
Steer WbS & to WSW & when pass Christi
an Light House bears WNW run for it within
2 Miles & come to anchor in Eleven feet Soft
muddy Bottom.) & if you are bound to
Round) Island L House Steer SE untill
you pass the woods on Ship Island) then
Steer E by S untill you make Round) Isle
bring L H bear from E by N to E N E &
then for it untill within 1 & half Mile
Come to Anchor in 11 feet Soft muddy
Bottom, a Wide Boating Channel all
the way at Sunsett Came to Anchor
Light House bearing E by S one & half Mile
dist) Smith

Saturday 12th 1845

first part of this Day Blowing fresh from
North & Cloudy went on shore & Supplied
Round Island L House at 10.30 return
on board) got under Way bore, pass Christian

at noon Calm. At 7 PM Let go our
Anchor Calm 9 PM a fine breeze sprung
up from NE Ship Island Beacon bearing
WSW 3 miles distant — Steering W
at 10 PM made pass Christian Light
bearing W & soon made Cat Island
Light bearing SWbS & brought it to
Bear SSW & Run for it crossed shoal
Ground 9 feet hard Bottom & When about
one mile from the Light Entered the Island
Chanell 2 fathoms Soft Bottom about
Eight of a mile Inside Came to Anchor
Light Bearing SSW at Midnight

Sunday 13th Feb 1848

All this Day fine pleasant weather
Wind E. Lying at Cat Island

Monday 14th February

Fine pleasant Weather Wind SE
went on shore to supply Cat Island
Light House returned on board at 11 Am
got in our way for Pass Christian L House
arrived ~~there~~ & Came to Anchor in 9 feet
L House bearing WNW one half mile of

Went on Shore to Supply Pass Chris
tian L House Returned back at 5 PM
we have now got through Supplying
L Houses with the Schooner for Some
time as She cannot go any Further
in consequence of Shoal water. & we
now waiting for the Schooner New York
Captn Tarozan from Pascagola to come
for to take our Supplies on the other, but
we did not hear from him while at Round
Island & know not where She is ———

Tuesday 15 Feby 1848

all Day fine Pleasant Lying at Pass
Christian no appearance of our lighter
at 1 PM got under Way for to go in Search
of her at Pascagola & when abreast of
Ship Island overtook her on her way to
us Returned back from where we Started
from & came to anchor at 5 PM

Wednesday 16th Feby 1848

First part of the Day foggy Light winds
from SW got all our Supplies into the
Lighter & at 10 Am Set sail from the

Schooner to Supply Gov Light Houses
one at the Regulets & three back of the
City of N Orleans on lake ponchartrain
& 2 on the N side of the lake, pass
Manshack & Tchefuncta at 11 am
past Pas Christian L House, beat
through the pass the best water is to
bring the L House between the 2 chimneys
on the Dwelling at 1 PM Stiff Breeze from
SW by W & fine pleasant weather at 530
past St Joseph Island at 6 a.m Wind hauls to the
East at 7 a.m Entered the Regulets at 730 a.m
Anchor at the L House or towed to the landing
went on Shore with our Supplies of Oil
got through with it but put on no repairs to
the Lamps but shall make them on our return
back, returned on board & Sailed for Tchefuncta
Light House at 10.30 PM at midnight got
through the Regulets So ends the Day

Thursday 17 February fine
pleasant Day Wind Light & variable & calm
now in lake Ponchartrain at 2 am past
Point Lesare Wind haul'd to the Westward

Stood over for the N Shore at Day Light
Kept on board of the Land the Shore Lies
about W from here to the entrance of Rigolets
at 2 PM Brace Tchefuncta L House at
430 arrived along side of wharf Soon got our
our Oil on Shore & put on the Repairs to the
Lamps a fresh Breeze Sprung up from
SE got under way for Pass Manchack 9
Miles distant bearing SW arrived at Midnight
So ends the Day

Friday Feb 18 Lying at Pass
~~Manchack~~ Pass Manchack L House
Went on Shore early & Supplied the Light
House Light Air from the SSE got
through at 9.30 am & made Sail for
New Canall at 1 PM Wind hauled to Westward
a fine breeze Soon backned to the South
beat over & arrived at the New Canall at
8 PM So ends the Day

Saturday 19 Feb 1848
fine pleasant weather Wind South Supplied
New Canall L House, Bayo St Johns,
& Rail Road & got through at 3 PM

took the Rail Cars & went over to the
City of New Orleans & returned back at
5 PM   So ends the Day

Sunday 20th fine pleasant
Weather as the Basin of the Rail is
Now nearly filled up with (Mud & Sand)
Since last year & cannot Make a Shelter
in a SE gale got under Way after heaving
trying & stowing got out & of the bottom &
Sailed Over to Bayo St Johns & Layd the
Day out -

Monday 21th Feb 1848
Wind from South to NW - ~~w~~ Return
back to Rail Road wharf at 8 am
Went into the City & purchased ~~what~~
What Articles we wanted for our Supplies
& returned back & Sailed for our Schooner
at 9 PM. at Midnight Stopt at Pleasanton
Island to repair Lamps

Tuesday 22d Feb 1848
first part of the Day Wind from the So fine
Early in the Morning went on Shore at Pleasanton
Island L House & put on the repairs to the

& Sailed for our Schooner at 9 am.
at 1 PM passing Bay St Louis took a
Rain squall furled the Sails & came
to Anchor for about half an hour
then got under way all in sight of our
Schooner at 3 arrived along side blow
ing fresh from N. Discharged the Schooner
New Year Cost   Farrisin paid her
one Hundred Dollars for her Charter
the Day was in heavy Winds from the
North & Cloudy =

Wednesday 23d February 1848
all Day Blowing heavy from N.N.E.
& Rainy Weather

Thursday 24 Feb
Blowing & Raining at N got under
Way at Noon & Sailed towards Ship
Island 8 Miles & came to Anchor in 2½ ft

Friday 25th February
All this Day Winds & Weather changable
got under Way wind fresh from the N
at 8.30 passed out of Ship Island pass & Stood
SE by E ½ E to clear away the Chandilier Island

at 9.45 am past the N End of the Chande-
leur Islands where a Light House is now
a building and appears to be about half finish
& the Dwelling House done. at 1 PM began
to Rain wind hauled into N&E made a Bark
a head at 4 PM made Land ahead could
Not See far made a pilot a boat Standing for
us soon came up & put a Pilot on board
by the Name of Johnston at sunset
crost the Bar Stiff Breeze & came to anchor
at 6 PM abreast of Franks Island Light-
House paid the pilot $26.50 for 7½ feet
the Day was in fresh breezes & Rain

Saturday 26 Feb 1848

All this Day Stiff Breezes attended with
Rain Went on Shore & Supplied the
L House at Franks Island had a hard
time in the Rain the Old cause way
Was broken up & a New Bridge a mak-
ing which made it difficult in getting
up to the L House got through about
3 PM at 4 am got under Way to proceed
up ~~the~~ the Head of the Passes to Supply
South Pass Light House & then go down

& Supply the SW Pass Lt House
at 9 PM Come to Anchor Just above
the South Pass in 4 fathoms So ends
this Rainy Day we have made out
a good hard Days Work ---------

Sunday 27 Feb 1848

Rainy for the most part of the Day
Wind NE

Monday 28 Febuary 1848

Lying Just to Westward of the South
Pass a fine Pleasant Day. left the
Schooner With our Large boat & Supp
lies of Oil & rowed) 11 Miles down the
South Pass & Supplied the Lt House
which is Soon to be built higher up the
Pass Say one quarter of Mile and then
at 9.30 am Supplied & got through with
our Repairs &c & Started at 1 PM for the
Schooner & arived a little after Sunsett
So ends the Day

Tuesday Feb 29th 1848
first part of the Day foggy & calm at 8 AM
fog cleard off a fine Breeze Sprang up from
the South got under Way from the head
of the Passes for to supply S.W. pass light
House beat down to the Light house
& anchored at 1 PM went on Shore & supplied
the Light House Mr Hill was turnd out
last November in a Shamefull Manner false
Reports were Made against him by the Senator
Mr Walker believd it without enquiring into it
finishd at Sunset returnd on board at Sun
set

Wenesday March 1th 1848 a fine pleasant
Day the Day Occupied in filling Water
& getting Wood

Thursday March 2d 1848
first part of this Day fogy & light winds
from SSE at 10 AM Wind Shifted Suddenly
to the NNW & continued through the
Day

Friday March 3d 1848 Blowing Heavy from N & West Lying at SW pass

Saturday 4 March 1848

first & Middle Part of the Day pleasant Weather Latter Part Raining & Blowing from N E at 7 am got under Way from the S W pass of the Mississippi at 730 Cross the Bar & Steered West for Tambelier Island in Company with the Schooner   of Bristol R.I. at 11 am pass the Island & Wine Island at 4.30 am past Ship Island Steering W by S in 3½ fathoms At 6.30 on the Edge of Raccoon Point Shoal in 2 fathoms Hard Bottom followed it Round Edging Of & on Steering from W S W to N W b W Sometime in ten feet of Water Hard Bottom & When Deepend into 2 & 1/4 Soft Bottom Kept N W b W by N until the Made point Au fer L House at 8 Pm Made it bearing N run into 2 fathoms the L House bearing N b N E Judged about 3 or 4 Miles of Midnight Raining hevy

Sunday 5 March 1848

First part of the Day Thunder & Lightning & a Terible Squall arose with Both Anchors Down. It lasted about 2 Hours. When it Moderated Some at 8 am It Cleared off at 2 PM quite Moderate Wind NNE Latter part blowing fresh

Monday 6 March 1848

First part of the Day blowing fresh from NE We got under Way early this Morning & beat up towards The Light House Came to Anchor Light House bearing NNE in 10 feet water Soft Bottom distant from L House about 3 Miles Went on Shore with both Boats & Supplied the Light House returned on board at 1 PM Light wind from the Westward at 2 PM weighed Anchor & Sailed from Point Aufer for Grand Jsop of Vermillion Bay. at sunset past the Pilot Boat of the entrance of the Channel 9 Miles from Point Aufer we are now Beating towards Vermillion Bay at 8 PM Lost Sight of Point Aufer Light House bearing E by N at 10 PM Calm came to Anchor in 3 fathoms Soft Bottom it being Calm So ends the Day

Tuesday 7th March 1848

first part Calm at 4 am Light Breeze from East got under Way & Stood Westd at 8 am in 2 1/4 fathoms Made the 6 Sell Shell Islands which Lyes about S E from Vermillion Bay Light House (about 5 Miles from Land) after leaving them on our Starboard about one Mile off them N W & N W by N Sailing in 2 fathoms & Shoaling gradually into 10 feet kept N W untill Vermillion Bay Light House bore N by W ½ W distance 6 Miles & the Large Eastern Live Oak Hammock bore N E by E probably 3 Miles distant & Came to Anchor with those bearings at 12.30 left the Schooner with our Supplies in both Boats for Vermillion Bay Light House at 230 Arrived put on our Repairs upon the Lamps & gave the quantity of Oil necessary

Wind) Blowing fresh could not get of Was obligd to Stay all Night to the Keeper House So ends the Day

Wednesday March 8th 1848

Lying 6 Miles from Vermillion Bay Light House, the Morning Light Winds from E S E Started with our Boats for the Schooner Towd) & Sailed & got onboard) at 8.25 am the Remainder of the Day employd in Stowing away & Clearing up Decks for our Homeward Bound Passage at 5 PM fresh Breezes from SEly & at 9 PM Dark & Cloudy appearance of a Storm got our Topsail unbent fore topgallant Yard Down & unbent the Sail

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Thursday March 9th 1848

From Midnight untill 3 am blowing & Raining Heavy Wind Shifted to the NW at 6 am Sent Down Topsail Yard for good not use the Topsail untill another Cruise it is done for the Preservation of the Schooner & as She was straind when getting on Shore at Cape Florida & has

Ever Since; at 8 Am held prayers
in the Cobing Read a Chapter in
the ~~Plams~~ Psalms. then Comitted
ourselves to the Great & Blessed Being
our Farther Creator & Preserver praying
that he would protect us on our Homeward
passage & Keep us from the Perrils that we
have to encounter with on our passage
home

at 8 30 Got under Way from
Vermillion Bay Light House a fresh
Wind from N & W Steered S E by S
about 8 Miles untill we past ~~the~~ 7 Shell
Island which Lyes about 14 Miles fro
the Light House N W by W & from the
first Live Oak Hammock N W by N we
then Steered E S E a Short time then E by
S untill Noon in 3 fathoms Soft Bottom
So ends this Day or 12 hours fine pleasant
Weather Wind N & W All Sail set
Sailing 8 Miles pr Hour, Sea Account
begins

Friday 10th March 1848
Sailing out to Sea from Vermillion
Bay & Bound to New-Bedford
fresh gales & pleasant weather this
Day begins with All Sail Set Steering
E by S in 3 fathoms Soft Bottom at 1 PM
Made point Aufer Light-House from
the fore yard bearing N by W ½ W Jibed
Ship of Stard SE by S. a Schooner a
head at 3 Struck hard bottom in 2½
fathoms Shoal as the we were on the
Edge of Racoon point Shoal hauld up
SSE & Run till 4 PM deepend into 3 fath
& 3½ very un-even Soundings Hard &
Soft Bottom at 4.30. PM 4 fathoms ~~&~~
Kept of SE at 5 PM 5 fathoms at 6 do
10 fathoms Jib Ship of Stard ESE at
7 no Bottom with 20 fathoms Line out
Blowing Heavy took in Square Sail
& Set Jib hauld up E a Clear Star
& Moonlight Evening Sailing 9 miles
an Hour took My Departure at 6 PM

Ship Island Shoal bearing N N E
10 Miles distant Middle part Blowing heavy
from N W & continued untill 10 Am rather
more Moderate at 11 do past 3 Ships
Standing Westward on the Wind we have
been a Running 9 & 10 Miles per hour since
we took our Departure last evening we
have Run a distance of 164 Miles on an E
~~by S~~ Course but have made E by S ½. Sun
Latt Obs 28.04 N Long 88.30 W the Day
ends in fine Delightfull weather — —

Saturday March 11th 1848

All these 24 hours fine delightfull weat-
We have Steered East untill 4 Am wind
hauled to the N N E & N E by E we have
Sailed per Log 150 Miles with Leeway.
variation of Compass & a Southern Current
We have her Course E S E Latt Obs 27.13
Long 86. W past Several Sail of Ships standing
to N & W

Sunday 12th March 1848
first & Middle part Light Winds from ENE
to E. a Clear Moon & Star Light evening
Sailing about 3 Knots by the Wind at 4 PM
tacked Ship to the N E from Midnight untill
4 am Light Winds then took a Small wind
from the N N E & Steering E by S untill Noon
Colour of Changing our Water Supposed we are on
Soundings We have made our Course about
E S E Latt by Obs 24.57 Long 83.43
the Day was in fine Clear Weather a Smooth
Sea Wind at N Sailing 5 Miles pr hour
past Several Sail of Ships Standing to N W

Sunday March 12th 1848
first & Middle part Light Winds
from E N E to E by S Latter part quite
a fresh Wind & a heavy head Swell & a Strong
Current Setting to the Southward past a
Number Sail Ships Standing to N West
we have run a distance of 115 Miles & Made her
Course S by E

Monday 13 March 1848

All this Day fine delightful Weather at 4 PM tacked Ship to the E & Continued until 4 am Wind E to E by S it became Calm for a Short time & came to the NNE at Noon N. We have Steered Since 4 E by S. We have had a Strong Southerly Current for the most part of the Day came out of it this Morning at Noon Colored our Water on the edge of Sounding Latt Obs 24.57 Long 83.43 Tortugas bears SE by E ½ E 48 Miles distant

Tuesday 14 March 1848

these 24 hours begins With delightfull weather Wind N Steering E Sailing 6 Miles pr Hour at 5 PM Sound in 30 fathoms Kept of SE continued to go to the Southern of the Tortugases at 6 PM Made Light ~~House~~ bearing E by S of Deck Kept off SSE & stood the Shoal Round about 6 Miles from the Light at 8 30 PM Light bore N hauled up E

Stiff Breezes from N at 9.20 PM lost Sight of the Light of Deck bearing N W by W Steering East Sailing 9 Miles pr Hour at 10 PM Sailing 10 Miles at 2.30 AM Made Key West Light from Fore yard at 3 AM Wore Ship to WNW & lay with Jib to Windward to wait for Day Light at 4.30 Wore Ship to the NE. Blowing heavy Flying Jib hauled down & Reef in Mainsail Sounded in 30 fathoms hauled up NE by N at 5 AM got on the Bank in 3 fathoms & Deepened into 7 fathoms continued that NE Course which brought us to the North & West of Sand Key & the Dry Rocks to the West of Sand Key in a good plain Strait Channell & fetched us up SE point of Key West blowing very heavy from N made Several Tacks & arrived & came to Anchor just below Mr Tifts Wharf ~~[illegible] [illegible] [illegible]~~ at 9 AM we now have been just 5 Day from Vermillion Bay a admirable pleasant passage

Blowing So heavy we could Not Supply this Light House with Oil we left this Port 22 January have been Absent 53 Days & have Supplyed 23 Light Houses & Sailed) a long distance - these 36 hours was in passage Bound from the Sh

15 March 1848

this Day fine pleasant weather ~~but~~ ~~So Smoky~~ Could Not Supply the Light House in consequence of the Hands for the Oil Butts examined) Smoking them to Day All hands employed in fitting the Schooner for her Homeward Passage

16 March 1848

Lying in Key West Harbour

All this Day Blowing fresh from NE to N & E & So Smoky that we cannot See more Than A Mile Supplied this Light this Forenoon with Oil. have three passengers engaged for the North at 20 Dollars Each

Friday 17 March 1848
Lying at Key West first part of the Day
Blowing fresh from N E & Clear weather
got Ready this forenoon to leave for the
Homeward Passage. thus ends these 12 hours

Sea Account Commences at
Noon } March 18th 1848 Saturday
this Day begins with fine pleasant
Weather Wind at East at 2 PM weighed
Anchor & Saild from Key West &
proceed out to Sea at 5 PM Saild out
over the Bank having Not less than 3 fathoms
Key West Light House bearing N ½ W
the Light boat bearing West from Which
I take my Departure Steering by the Wind
S S E Wind E ½ S. 4 to 5 Knots Breze
We are now Bound for N Bedford
at Midnight tack'd Ship to the E N E fine pleasant
Weather at 11 AM made the Florida Keys from
Mast Head 2 Sail ahead Standing on our
Course at Noon Latt Obs 24.38 N. 9 Miles
from the Keys heading up N E by E

Sunday 19th March 1848
this (Day begins with Delightfull weather
Wind) at SE by E 5 knot Breeze 2½ Knot
Curent in our favour Lying the Keys along
& sailing about 9 or ten Miles from them at
2 PM past Indian Key at 4 do past Key
Dragos where Most of the Wreckers are Station
at 7.20 Light Boat on Carisfords Reef bore
N W by W probably 7 Miles Distant Sailing
Six Miles pr Log quite Smooth & a very
pleasant Evening All Sail Set going large
Middle part pleasant Kept of N b E
at 4 am Steerd N Sailing 6 Miles pr hour
at (Day Light 4 Sail in Sight Standing
on our Course Latter part Delightfull weather
& a two Sail ahead & Drawing up with them
fast all Sail Set Wind SE ~~Lat~~ we have
Made 192 Miles Diff Latt. & Latt Obs 27.50
We are now 30 Miles to the South of Cape Canarval

Monday March 20th 1848

Sailing Toward) New Bedford All Sail
Set wind) SSE Sailing 8 Miles pr hour & first

pleasant Weather at 2 PM Eleven Sail
in Sight 8 of Which is a head of us all of
them at Sunrise Could Not be Seen, at 4 PM
Came up & Spoke the Ship Mary Adeline of
Warren 8 Days from New orleans Bound for Havre
Lat 28.20 Long 79.33 Requested to be reported at
5 do Came up with Schooner Henry Atkins
of Prospect from Matanzas bound to portland
at Midnight past All the Sail which were
ahead of us Stiff Breezes from SSE Steering
E & a pleasant Night, at Day Light, Squally
appearance of the Weather, only One Sail
which we can just discern astern took in
our Gaff Topsail at 9 took in Squaresail
Rains Squalls Wind varying from SSW to SbyE
We have Made a nobl Run these 24 hours
We have made Diff Latt 245 Miles. Steering
NbyE the Sun Made her appearance just in time
to get An Observation & found the Schooner
in Latt 31.55. at Noon Wind Light from SW
we are Now 5 Miles to South of Savannah

Tuesday March 21th 1848

All this 24 Hours fine pleasent weather with Light Winds & vareing from NE to SW we have made our Course NEbyN Changed our Water this Morning & See a large Number of Gulls & many Porpoises which Showed us the we were on Soundings we have made 74 Miles Diff Latt; Latt Obs 33.09. Sounded at Noon found 22 fathoms to SE of the Frying pan Shoals — ——

Wednesday 22d March 1848

from Noon untill 5 am Wind from SSW to WSW blowing per Most part of the time Fresh Sailing 10 Miles per hour in places we have Sailed 107 Miles up to 5 am then Wind came Suddenly by to the N Double Reefed the Sails furled flying Jib headed up EbyE at Noon Wore Ship to th North we are Now in the Gulf Stream Latt Obs 34.40 Long 80.15 one Sail in Sight bound to the Southward ..

~~Thursday 23d March 1848~~
~~All these 24 hours Blowing fresh~~
~~from S & W saw 7 Sail of Ships & Schooners~~
~~& Brigs Steering to the South & West~~
~~Latt by Obs (by my image) upon~~
~~36.44 we have been~~
~~Stormy~~

Thursday 23d March 1848

Light Winds from the North untill 9 PM when it hauld to SE Set flying jib Sailing 6 Miles per Hour at Midnight Cloudy at 2 AM Showers of Rain & Lightning took a verry Heavy Squall from N W with Mainsail fore Sail & Jib upon her Watch upon Deck we got the Sails Down without getting any torn Double Reefd the Sails & took Bonnett of the Jib hoisted up Foresail & Jib at Day light Lett out one Reef of the Fore Sail & Mainsail at 12 Noon Blows heavy Latt by Obs 36.34 we are Now out of the Gulf Stream

Friday 24 March 1848

at 2 PM Came on to Blow heavy 3 Reefd Foresail & balanced Reefd the Mainsail at 6 PM hove too under these 2 Sails Blowing Heavy about Midnight Shipt one Heavy Sea fore & aft but done no damage the Remainder of the Day Still Blowing hard 2 Sail passd bound South She Lyes too well under this Sail & Makes fine weather

Latt Obs 36,05 Saw the Gulf Stream

Saturday March 25 1848

from Noon untill Midnight Rain Squalls Lying too with our Larboard tacks on board Coming up N E & falling of E Making our Drift S E at 7 Am More Moderate wind Shifts to the N W Set the Jib with the Bonnett off Lett a Reef out of the Mainsail & Foresail at 10 Lett another Reef out She has Made good weather in this Gale the best that I ever have known her to make it is owing to a large balance Mainsail & having All her Top Hamper Down

Latt Obs 36.03 Nearly the Same
Latt as Yesterday Long 75.20 - - - ——

Sunday 26 March 1848
at 12.30 AM Spoke Hermaphrodite
Brig J. H. Pickering of Searsport
from Mantanzas Bound to Philadelphia
She was Hove too under a balance
Mainsail & short Reef Spencer while we
had Double Reef Sails at 2 AM
passed a Mile from another Brig hove to
under the Same Sail - - - - -
at 3 past a Brig Standing to the South
at 5 past a Brig Hove too under Close
Reef Maintopsail & Reef Foresail at Mid
gill More Moderate Latter part pleasant
Weather we have made but Little progress
towards our destined Home Wind from S to
N E we are in the Gulf Stream yet
Latt by Obs 36.56

Monday March 27th 1848
first Middle part & I may say
untill 4 Am Calm we were Oblijd to
Lower Down our Sails to prevent them
from Splitting to being quite a heavy Swell
heaving from N E Set the Squaresail at
Daylight after it was badly torn ~~then~~ Set
Mainsail Light Winds from the SSE at
noon Sailing 4 Miles pr Hour North by W
we are Still in the Edge of the Stream
Latt Obs 37.50 N

Tuesday March 28th 1848
this Day begins with fine delightfull weather
Wind) varying from Sly to Sly W we are
Sailing About 3½ Miles pr hour All Sail set
have Jibed Ship a Number of times this afternoon
it is now 7 PM Sailing 4 Miles pr Hour N by W
Coloured) our Water Sounded out 120 fathoms no
Bottom. Middle & Latter part fine, Pleasant
weather & Light Winds & Calms we have
Steered N this 24 hours Sailed only 80 Miles
pr Log Latt Obs 39.05 No Soundings

Wednesday March 29th 1848
first part of this Day Light winds & variable from NE to S. & NE at 6 PM Came on a Dense fog & Continued All Night - Some part of the time Calm at 6 AM Lighten up at 8 do Shut Down again 9 do Cleard all off Which wind backened to the NW tacked Ship & Steerd NNE. - at 4 AM Sounded in 25 fath at 7 Sounded in 40 fathoms Muddy Bottom & a considerable large Shell came up on the Lead Latt Obs 39.33 & in 35 fathoms Several Sail in Sight

Thursday March 30th 1848
this Day begins with fine Clear weather Wind NW & in 35 fathoms Sailing 5 Miles pr hour Steering NNE in Schooner in Company & 2 Other Sail in Sight at 3 AM Made Long Island at 9 AM made Montauk point at 11 do past it at Noon Block Island bore SSW at 5 PM Civil time Made Cuttyhunk

Steering E N E at 9.30 PM arived at New
Bedford & hauled along side Rotches
Wharf - So ends this Voyage March 30th 1848

Journal of the Spring Cruise in the
Schooner Gazelle Joseph Howland Master
to begin to Supply Light-Houses at Cape Fear
& end at Barnagatt L House finish loading
on Sat 22d got All ready to Sail on Tuesday
Morning. Wind not permiting us no favourable
time untill Thursday this Day 27 April 1848

Set Sail from New Beaford Bound for
Cape Fear April 27th 1848 with a fair
Wind from NNE at 9.30 am at Noon
past Hen & Chickens Steerd SW all
Sail Set So ends these 12 hours - Sea
Account begins

Friday 28 April 1848

fine pleasant Weather Sailing towards
Block Island at 3.30 South part Block
Island bore West 4 Miles distant Many Sail
in Sight at 6.30 we Came in foggy
Middle part Moderate breezes Continued
through the Day fog began to Clear of at Noon
when there were 8 Sail of Ships brig & Schooners
we have run pr Log 104 Miles SW ½ S Latt by

39.35 N. All Sail Set

Sat 29th Appril 1848

All this Day pleasent Weather Wind E untill 2 Am Sail 58 Miles SWyst then Wind Hauld to Sly W made a Wlyst Course & run 18 Miles. at 4 PM Sounded in 34 fath Pass a large Number of vessells Standing All points of the Compass Latt Obs 38.43

Sunday 30 April 1848

first part of this Day pleasent Weather wind Sly W blowing fresh handed both Gaff Topsails at 3 Sounded in Nine fathoms & made Land from aloft Cape May past a Number of Mackerell Schooner trying for Mackerell at 4 Overcast appearance of foul Weather at 6 Wind hauld to NNW Showrs of Rain with thunder at 7 a fresh wind from NNE at 8 Cape Henlopen Light Bore WSW distance 15 Miles Steerd Sly E Bringing Stiff Breezes & continued through the Day Pleasent weather at noon Latt by Obs 36.56

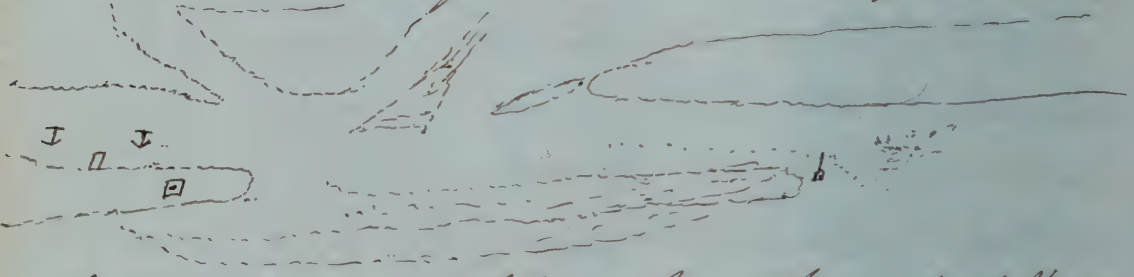
28 fathoms water

Monday May 1th 1848 bound to Cape Fear
this Day begins & ends with Pleasant weather
first & Middle part Wind N b E Latter
part E S E at 2 PM 24 fathoms Midnight
15 fathoms at 4 Am 13 fathoms Made Cape
Hatteras Light bearing W S W at 8 Am
pass the Diamond Shoal & Steerd W S W all
Sail Set at 10 Am took in Square Sail
Wind hauld to Southward at Noon fine pleasant
Weather Latt obs 34.40 flattering weather
wind all Round the Compass Made Land to
the Southward of Ocracoke

Tuesday 2d May 1848

~~at 1 PM~~ this Day begins with Light
Winds & variable at 4 PM took a Stiff
Breeze from N Land in Sight of Dark
at 7.30 Made Cape Lookout Light bearing
W b S at 8 do Light airs from N.E.
Steering S b E. at Midnight nearly calm
Cape Light bearing N W b W distant 10
Miles at 5 am [illegible] Cape bearing
N W Wind S W beating around the Shoal
at Noon pass the outside breaker Light Winds

Steering by the Course W by N at 2 PM Kept off N.W. for Beaufort as the time unfavourable to proceed to Cape Fear Set Squaresail Wind South at 5 PM Cross'd the Bar Just to the Eastward of the Buoy had 3 fathoms the Shoal Keeps making to the Eastward from the Point of Beach thus



At 5 30 Came to anchor abreast of the Wharf giving a good berth handed our Sails immediately as a heavy Squall was close on board of us & it soon Struck us & blew tremendously attended with thunder lightning & Rain Wind N.W. continued about one hour then Clear'd Wind backed to SW & blowing in that quarter the same & lasted untill 9 PM Latter part more Moderate so ends these 36 hours

Beaufort Bar & Harbour

Wednesday April 3d 1848

Lying at Beaufort All this Day Changable weather from heavy Winds to Calms & pleasant weather agreed with Capt Thomas to hire his New Flatt to take our Oil inside to Cape Look out should we Not have a Suitable time to Supply it outside this Evening Wind S.W.

Thursday 4th May 1848

first part of the Day Moderate wind from S.W Latter part fresh Winds & pleasant weather Center board Schooner came of Early this Morning for to take in our Supplies for to go the inland to Supply Cape Look out Light House Left our Schooner at 8 a m & Arriv at the Cape at 11 a m had to Tote our Oil one Mile & then up a high Sand bank hired 4 Men & paid them 3½ Dollars got through at 2 PM & Left the Cape at 3 am & Returned back to our Schooner at 4.30 we never made Such quick dispatch before went in Shore paid Capt Thomas 3 Dolls

for the use of his flatt & two Slaves
To wash the Day

Friday 5th 1848

All this day Blowing fresh from the South appearance of a Storm went on Shore & filld Water & baught one bag of Live Oak Wood for 2.50 Cents Dined on Shore Mr Howland & family he has two Sons Master of vessels. ~~[illegible]~~ the old man is 70 years old & has a Brother living near a Ship Builder the one that I dind with belongs to the Methodist Church. Sent a Letter to A Hatton

Saturday 6th (6) May 1848.

Lying in the harbour of Beaufort wind bound All this Day Blowing heavy from the SSW to SW by W & most of the Day foggy went on Shore at the Fort & had an interview with the Sargant a Scotchman by birth by the name of Stewart. very much of a gentleman he a well inform'd man put 3 Letters in the ~~the~~ Post office this morning one Directed to Stephen Pleasonton Warren one to Kinstown Lewis Bown to Jno Howland

Sunday 7th May 1848.
Lying at Beaufort. S.C.
fine pleasant Weather Blowing fresh from
the SW untill 8 PM it then came on a
heavy tempest of Lyghtning Rain Win)
& lasted untill 10.30 PM it then broke
up & became nearly Calm. at Midnight
went with My Crew to the Methodist
Church all Day herd a young preache
by the name of Jos. W. Tucker one of your
Self Taught young men & very talented
one this was his Text Speake Evil of No
Man Paul to Timothy. & a Local preache
Likewise attended by the name Wm J Langdon
Likewise a talented one. in the afternoon
the Coloured people occupied the Lower
part of the Church & the Whites occupied the
gallery & their Minister preached to them
that is the Same Methodist Preacher he asked
one of the Coloured Brethren to open the
Matter by prayer & did So. & I never
heard Such a Spiritual prayer ever come from
a Coloured Man & a Slave before to the

the Sermon was. Christ the Minister another Colour) Slave Close he and So & his prayer Surpass every thing that ever I heard (proud) from a Slave before.

After the evening Meeting it being Stormy went to a publick House for to tarry all Night the Local preacher come to see me about taking passage to Smithville but we found that I should Not be able to get there in time to accomplish his business & gave it up & continuing in to Conversation about the Signs of the times & prophecy & the 2d Coming of Christ. he gave me an invitation to go home with him a Short distance he had a Sick Child & was to Set up with it & Myself Set up untill 2 30 Am. ; in Conversation Nearly All the time upon various Subjects & Mostly upon Prophecy but he was Strongly in the belief Better Days were a coming as it regards the World) I had a very pleasant interview with him

Monday 8th May 1848

All this Day fine pleasant weather got under way from Beaufort this morning at 8 Am Light wind from NbW in company with a Schooner Bound for Charleston when we pass'd the Buoy on the Bar it fell nearly calm was obliged to man the small Boat & tow the Schooner out about half a Mile the wind hauled into the SW & Backned to SSW. & Southd Stood Sthy in the Evening took a Change of Wind & Rain from the WSW. Midnight Light Winds

Tuesday 9th 1848

All this Day fine pleasant weather Wind variable & Light from from NbW to SW at Noon Latt Obs 33,31 N & in 13 fathoms Water found we were 4 Miles to South of the frying pan Shoal Stood by the Wind SW to NW [illegible] at 5 PM past a Schooner out from Cape Fear Inlett at Dusk took Ship to the SE. Close on board off the outer breaker

but No Land in Sight at 7 ao tack'd
in ten fathoms & Stood to the WSW
So endsthis Day ~~Lighth airs~~ — —

Wednesday 10 May 1848

first part of this Day Light Winds from
the SSW Steering NW at Daylight Sog'd
in 10 Fathoms water at 7 30 fog Clear'd of
Made one Schooner to Windward & two
pilot Boats to the North of us Run for
them Set Square Sail at 10 Am pilot
come on board from the Schooner when She
was 4 Miles of in their row boat at Noon
Came in the West Channell & came to Anchor
of the Fort went & Supplied the Light
House at Bald Head returned on board
at 4 Pm Blowing heavy from SSW & appearance
of a heavy Squall from the Westward got under
Weigh & Run up to Smittville & came to
anchor among Brigs & Schooners at 5 ao
a tremendous Squall Came from the
WbNW & then Shifted to WSW & blew a har
attended with Thunder lightning & rain

at 6 30 as Lighted up went on Shore & found that a Meeting was to be held to the Methodist Church Myself & Sailors attended his text was Why Stand ye here Idle all the Day long he gave us a very Solem discourse the Blessed Lord help us to remember it & be Not Idlers in the Vineyard of the Lord no Longer as the Day of Probation is Far Spent & the Night is at hand wherein no Man Can work O May God help this thy unworthy Servant to improve this Inch of time in Walking in All thy Commandments Discharging his Duty in thy Love & Fear towards thee & thy fellow Creatures.

Thursday 11 May 1848

All this Day Blowing fresh from the Westward got under way from Smithville at 11 am for New Inlett arrived there at 1 30 & Come to Anchor at our usual Place went on Shore & Supplied the Light returned on board at 5 PM

Thursday May 11th 1848

All this Day fresh Gales from WbSW to WbNW got under Way from Smithville with a Pilot on board by the name of Hanson Ruark. to sail down to the Inlett to supply Federal Point Light House. at Noon came to Anchor there at our usal place went on Shore & Supplid the Light returnd on board at 5 PM

Friday 12 May 1848

got under Way at 1 PM & proceede out over the Bar pilot on board William St George piloted us out. a New Channell we came out of a considerable distance to the westward of the old one which is now filld up the Course out is ESE & a Mast on the beach & a Crotch on the Western Shore in range is the Leading Mark to sail out by dischargd our pilots paid them 20 Dollars for boath Bars at 2 PM the Light Bore Wby S 7 Miles distant from which I take My Departure Steering ESE

Wind at W.N.W & pleasant weather all Sail Set except Square Sail Midnight blowing fresh S in 12 fathoms of Cape Look Out Shoal

Saturday May 13th 1845

First part of this Day blowing fresh at 1 am past Cape Lookout Shoal in 10 fathoms hauled up W.N.E at Sunrise made land about 10 Miles to the Southward of Beaufort at 8 am Pilot boat came along Side pilot came on board took the Boat in Tow came on to the Bar Light winds to the Westward & Ebb tide came to Anchor Nearly calm at Noon a Breeze Sprung up hove up our Anchor at 1 and came to Anchor in the Harbor at our usual anchorage Went immediately over to Beaufort to light the Light the former keeper Mr Harker (Died) last night & his son John have kept ~~Harker~~ first keeper Sunsett with the boats crew blowing Heavy from SW Wind & tide against us & rain Did not get on board until 10 Hoisted Big Boat up at 11

Sunday 14th May 1848. Lying at Ocracoke
First & Middle of the Day, wind to
SSW at 6 PM wind Sudingly came
to N E & Blew fresh

Went on Shore this afternoon Myself & three
of My Men & to the Methodist Meeting which
commenced at 3 PM here a Young preacher gave
us a very good discourse after Meeting went
with a good Brother by the name of
Romley Occasionally preaches & keeps
a Store in this place in the Evening attended
another Meeting had a Solemn time
before closing. Wind Sudingly hauled into
the N E Returned on board at 10 PM So
ends ~~the~~ Day there was 3 Ministers at the
it being Quarterly Meeting

Monday 15th May 1848

Lying at Ocracoke Inlett
First & Middle part of the day blowing
Heavy from N E & pleasant weather latter
part quite Moderate So ends the Day

Tuesday 16th May 1848 Lying at Portsmouth
Roads fine pleasant weather Mr William
Howard Hatt off from Ocracoke put in
our Supplies for Cape Hatteras & Bodies
Island L Houses left at 7 AM arrived at
Cape Hatteras at 1 PM got our Oil on
Shore went up to the L House employed
teams & Carted up the Oil one & half mile
got through at Sunsett with a Meeting
among the Inhabitants Tarried all ~~at~~ Night
at the Keepers House So ends the Day

Wednesday 17 May

left the Cape at Sunrise beat out the
Wind SW about 4 miles it then was
fair all the Way to Bodies Island
arrived there at Sunsett we have passed over
Much Shoal Ground to Day Course
N.b. Eo, for a Mile & a half from the
Light House to the NW. W & SSW avg
at Low water plenty of Water in the main
after getting over the Shoal, our boat draws
2 feet; this is a new Establishment—

Light House built of Brick & nearly as large
at the Top as it is at the Base 20 feet 2½ feet
Deep. foundation at the Surface 17½ feet
& at the Top 15½ feet a Large Lantern
Lantern glass 22 by 28 – 14 Brass Lamps
21 Inch Reflectors Revolving Lights
the Land in width from the Sea Shore
to the Sound is about half a Mile wide
& very Low subject to be overflowed
in Heavy gales the Light House Stands
nearly in the Middle of the Island. & the
Keepers Dwelling one & half Story near
the Light House. about 100 Roods from
the Light House is a Dwelling House
& a Large Barn the owners Name is Mygatt
2 Miles to the South of L House is another
Dwelling House Occupied & between this &
New Inlett which is 7 Miles Distant 2 Inletts
has been made by the Sea breaking thro'
the Beach into the Sound

Mai 18 1848 at Boddys Iland)
2 PM got out of the Flatt all our supplie & took them up to L H Supplied at but got our flatt caught aground in the Crick & was oblig'd to stay all Day or untill 10 PM before we got out fine pleasant weather

Mai 19 1848
All these 24 hours fine pleasant Wind SW got under Way beat Down to Kinnikete Hammock at Sunsett & came to Anchor in a Snug Harbour under the Lee of that

May 20 1848
got under way from Kennakete & beate Down to Ocracke Light Boat & came to Anchor at 4 PM a Distance of 40 Miles Wind from SW to S. got under Way at 10 PM & [illegible] and came to Anchor at 11 as lost the Channell have to wait for Day Light

Sunday 21th May wind to the
S W got under Way & beat Down
to the Schooner at 7 am Discharged our
pilot & Sailed for Ocracoke
in the afternoon went to the Baptist
Meeting held in a private house
2 Ministers were there & after the
meeting Closed none was pointed for
the Evening & by Request I appointed
on to be held in the Methodist Church
at Early Candle Light we Met at the
time appointed & the 2 Baptist
Ministers Come also I gave them
an invitation to take a Seat in the
pulpit they did So. My discourse
was upon the advent of our Savour
at the Door the Signs that was to follow
preceding his coming & State of the world
at this present time the fulfillment
of Prophecy the Object of our Saviour
2d Coming to Destroy the Man of Sin

to raise the Righteous (Dead) Change the Righteous Living purge the Earth by fire Create all things new & to Reign with his Saints forever upon the New Earth — arrived at the usual hour — turned all Night with Both Dudly

thus end another Sabbath

~~22 May~~ ~~Monday~~ fresh ~~gale from~~
~~SSW~~ ~~[illegible]~~ Over to ~~Pumpkin~~
Light - ~~House~~ . ~~Tuesday~~

May 22 1848 fresh wind from SSW Started at 6 am from our Schooner in the Flatt with our Supplies & Went over & Supplied Pumpkin Light-House at 2 PM commenced to blow heavy from S & was obliged to tarry all Night at the Keepers House

Tuesday 23 May left at Sunrise Stiff Breeze from SW & arrived on board of our Schooner at 11 am dinnered our Flatt went on Shore & Settled With the owner William Howard & paid him 47 Dollars to Supply 3 Light Houses

Returned on board in a pilot Boat & gave them 1,50 cents to fetch me on board

Wednesday 24th May all this Day Very Changable Squally Rainy Day Went on Shore at Portsmouth & came of in the afternoon

Thursday 25 May 1848

got under Way at 9 Am from Ocracoke Roads with pilots on board & proceeded over the Bar at 10 am discharged our pilot outside the Bar & Steered East for Cape Hatteras Wind SW at 12,30 PM Crossed the Shoal about ½ Mile from the Point in 2½ fathoms at 6 Pm past Boddies Island Light House at Sunset past Nags Head Steering N by W Midnight Stiff Wind & Clear weather

Friday 26 May at 3 am Made Cape Henry Light ~~House~~ at Day Light hove to at 6 am Came to anchor abreast of the Light House went on Shore & supplied & had a good time

Sent our Oil carried by a platform
the Keeper has made with boards
about 400 feet to the SE of the Light
House to Hoist the Casks & for his
own convenience got through by 10 am
Returned on board got under way
& Sailed up to Back River Point
Light House came to anchor
about 2 Miles from the Light House
bearing SW went on Shore & supplied
it on our return back on board boat
was caught in a Squall & Saved
ourselves by throwing our Mast & Sail
overboard we were about half a Mile
to windward of our Schooner but
got safe on board, it blowed brisk
for one hour after getting on board got
under Way at 6 PM for Old Point L. Hou
& at 8 PM Sailed round the Fort & into the
Harbour & came to Anchor

Saturday 27 May 1848

Lying of Old Point Comfort
went on Shore & Supplied the L. Hou
blowing fresh from NE to cross the
Bay

Sunday 28 May 1848 Lying at Old Point Comfort All this Day fine pleasant weather wind S E went up to the Town of Hampton & to the Baptist Church returned on board at 1 PM got disappointed in attending any more Meeting

Monday 29th May 1848

Set Sail at 9 am from Old Point for New Point Comfort arrived there at 1 PM went on Shore & Supplied the Light returned on board got under Way for Little Watts Island Light House Wind N W at 6 PM took Ship pilot on board the Eastern Shore Light Airs from the E at 8 a good Breeze from N W at 11 PM made Watt Island Light bearing N E kept of E N E untill it bore N N E then run for it untill Shoaled our water in 3 fathoms then Steered N E by E tracing the Shoal round untill the Light bore N W by N in 5 fathoms & came to Anchor at Midnight So ends this Day

Tuesday May 30th 1848

all this Day Blowing So heavy from
N.W we Could Not go on Shore to supply
Little Watts Island Light House

Wednesday 31th May

Blowing fresh Lying at Little Wats Island

Thursday June 1th 1848

first part fresh Breezes from SW went
Early on Shore & Supplied the L H
returned on board got under Way
for to Supply Hogs Point L House
but Contrary Winds Caused us to Stop
across the Bay & Supply Smith Point
L H. came to Anchor at 11 P.M Smith pt
Lighthouse bearing South Distance 1½ mile

June 2d 1848

all this Day fine pleasant weather
Wind E S E went on Shore Early by Sunrise
& Supplied Smith Point L H returned on
board got under way ran over to Point look
out & Supplied it by 1 P.M came on board
Sailed up to Piney Point L House & Supplied
that summas the Day we have Supplied 3 L Houses

June 3d 1848 My Birth Day 58 Years.
We. got under Way from Piney Point L.H
at 11 am Came to Anchor at Cove Point
L House went on Shore & Supplid it returnd
on board got under Way & Saild up to
Sharps Island Light-House came to Anchor
it bearing E by N one Mile Distant & you can
run within half a Mile of it in that course
got through at 6 PM returnd on board got
under way it being Saturday evening to sail
up to Baltimore at 10 PM past Thomas Point
So ends this Day

Sunday June 4th 1848
arrivd at Baltimore at 11 am afternoon
went to two Meetings one to the Methodist
& one to Bethel

Monday June 5th
went up to Mr Whiteroges. bought it Supplies
got under Way went down & Supplied
Lazaretto L House then Saild down
to Boatkin point & came to anchor
inside the Bar at Sunsett

June 6th 1848 wind N W
Blowing fresh Supplied Bodkin point Light
Early this morning got under way to sailed
up to North Point Light House went on
Shore & Supplied them got under way
& Sailed up the Bay & came to Anchor
below Susquehannah River at our old
place at 8 PM

June 7th 1848
we are lying 7 Miles South of Concord
point Light House Wind dead Started
Early this morning went up to Supplied
the L H returned back at 11 AM blowing
Heavy got under Way at 3 PM Sailed
Down to Turkey point & came to Anchor
the Light bearing N by E ¼ Mile

June 8 1848
went on Shore & Supplied Turkey
point Light House came on board
got under Way & Sail Down & came
to Anchor of Pools Island went on Shore
& Supplied the L House got under

& proceeded Down the Bay Sent my boat on Shore at the Bodkin L H Some articles for the Kep. Glass & Glaziers Diamond) returned on board) at Sunsett & proceeded down the Bay for to Supply Thomass Point Light House came to anchor at Midnight

June 9th 1848

went on Shore Early this Morning & supplied Thomas P. Light House. got under Way & beat Down the Bay to Supply Clay Island) L H at Midnight past Cove Point

10 June 1848 wind) to Southward beating down the Bay at 7 am went into Hoopers Straits came to Anchor 1 Mile to Eastward of the L. Boat Started emmediately for Clay Island) 6 Miles distant Supplied It returned back at Noon at 2 P.m appearance of a Storm got under & beat Down to Fogs Point Light House

& before we arrivd had heavy Showers
& blowing fresh came to anchor the
Light-House bearing SSE distant ½ Mile
it Stopt Raining went on Shore & supplid
the L H returnd on board got under
Way for Smith Island L House at
12 made Light boat at the Wolf Trap

Sunday 11 June came to Anchor
in Mother Hawkins Hole at Old
Point Comfort Wind N E went
to Meeting inside of the Fort in the
Afternoon & Evening - - - - - -

Mond 12th
Wind at N E

Tuesday 13 got under Way
& Saild down the Bay past Cape
Charles Middle Ground came to anchor
Smith Island Light House bearing
N W one Mile distant quite Smooth
on the beach went on Shore & supplid
the L H had a delightfull time got
through by 3 PM returnd on board got
under Way for Assateague L House

at 11 PM made it bearing NthE
So ends the Day

14 June 1848 at 1 am
Come to Anchor in 2½ fathoms Light
House bearing NthE½E remarkable
Smooth Wind NW got our Supplies
in our Boats & went on Shore landed
our Oil on the Beach then Walked up one
mile to the L House & repaird the Lamps
paid the Keeper G E Waters 4 Dollars
for Carting & one Dollar out of my own
pocket got through about Sunrise
returned on board got under Way for
Cape Henlopen Wind NW to Wdwr
& arrivd & come to Anchor at Delaware
Break Water at 5 PM went & Supplied
the L House on it, So you percive I have
in 36 hours Started from Old point Comf-
ort Supplied 3 Light Houses & Sail'd 130 miles

Thursday June 15th 1848
Supplied Cape Henlopen 2 Light Houses
got through Just before Sunrise

Friday June 16th 1848
Left the brack water at sunrise the Dela pilot left Winds & a flood tide came to Anchor abreast of Mispillion Creek Light bearing about 3 miles Distant went & supplied it returned on board at 1 PM at 3 do got under way & beat up to Mahons Ditch L. House & came to Anchor Light bearing abt one mile distant went on shore & supplied it returned on board at sunset got under way & sailed up to Duck Creek & came to anchor at 9 PM about one mile from the Light House in 2½ fathoms so ends the Day

Sat June 17th 1848 a fine pleasant Day went on shore Early this morning & supplied the L. House returned on Board at 7.30 AM pilot left us paid sum 2.4 Dollars at 10 AM a Breeze sprung up Ebb tide made got under way to supply Egg Island L. House beat Down & came to Anchor to the SW of it one mile in 2 fathoms went on shore

& found that they Just had began to burn gass again but Still the Job was out of order & left them a full Supply for the year of Oil returned on board blowing fresh from South SSW & Shortly Parted our Small Chain let go our best Bower & brought her up ran our hawser & made fast to the Buoy Rope hove up our Anchor & then hove up to our anchor & weighed it by the Buoy Rope, so we have been wonderfully Blest got under Way for Cape May at Midnight Just in Sight of Egg Island Light So ends the Day

Sunday June 18th 1848

beat Down & Came to anchor at Cape May at our usual Anchoring place to Supply the Light appearance of a Storm at 3 PM blowing heavy got under Way bore up about 4 Miles abreast of Cape Pier Landing & Came to Anchor in 4 fathoms Soft bottom So ends this Day

Monday June 19th 1848
got under Way at Day Light & beat
down to our Anchoring place where the
Steam Boat lands her passengers Came
to Anchor took our Supplies on shore
had our Oil Carted to L Havre
got through about 1 PM returned on
board got under Way & Sailed back again
as there was a heavy Sea on & Came to
Anchor at 6 PM

Tuesday June 20th 1848
Wind to SSW & moderate got under
Way at Noon & beat Down to the
Steam Boat Landing & Come to Anchor
Steam Boat arrived from Philadelphia
with Eighty passengers to the Cape
to spend the Summer at 6 PM got under
Way to beat out but it fell nearly calm
have made in returned back to the
Landing & Came to Anchor for the night
Sent two Letters Home by the Steam
Boat to Philadelphia

Wednesday 21th June 1848
got underway at Day Light &
proceeded out to Sea fine breeze
from SSW & pleasant weather
at noon past Little Egg Harbour
at 4 PM Barnegat Light on bow
of us hove too & fell about calm.
& then Squally thunder & Lightning
a Schooner belonging at Snow Hill
Capt Linch Master wrote a letter
for My Brother & took it on board &
he promised to Mail it at 8 PM quite
calm. Barnegatt bearing West 5 Miles
we are now waiting for a Smooth time
to go in with our Supplies for the
Light House Midnight Light winds

Thursday 23d June 1848
Lying hove too of Barnegatt Light winds
from Midnight untill this time 8 PM
& pleasant Weather at Day Light a
Large number of vessels past us bound)
to the South wind) NNW a Small
Center Board) Schooner come along
& hove to Close on board) of us Louise) 117

Boat & went on board of the Schooner
I found that she belong to Barnagatt
It was Roughf on the Bar I agreed ~~to~~
with him to take the Oil on his deck
that was for the Light House & take our
Boats in tow & tow us in Over the bar
for 2 Dollars tide of flood made in
at 4 am, at 5 am got all our Supply
into booth Boats rowed on board Schooner
& Stowd our Supplies & then Stood in
towerd the Entrance with booth Boats
in Tow it being nearly Low water
one Large Schooner Came out &
a Small Sloop Boat we found
that it was not brook in the channel
Left Myself with Small boat & rowed
in over the Bar & up to the L House
about one Mile & Soon the Schooner
Come in & anchored inside the Bar
nearly Calm the Large boat took in her
Supplies out of the Schooner & rowed in
& Come to the Light House Soon got
our Oil up as it is only a Short distant

got through by about noon & Started
for Our Schooner to arive) Got on
board) at 1 PM Wind) South) to ESE
filled) Away & Made Sail for the North
at 6 PM Made High Land) of Never Sink
bearing S by E wind) East at 8 PM wind)
S.E. at Midnight high Land) Light bore NW
8 Miles Distant.

Friday 24th June 1848

begins with Light Airs & Pleasant weather
High Land) Light bearing NW 8 Miles
Distant at 4 am Come in foggy abreast
of the High Lands at 7 Come to Ancher
between that & the Hook L House
at 8 am Lighten up got under Way & when
abreast of Hook Light came in foggy
Clear up it at 9.30 am got into Shoal water
Let go Our Anchor in 2½ fathoms & when
Lighten up found ourselves on the West
Bank got under Way at 10 am & Saild
up to Westward of the bank untill one quarter
of a Mile from Staten Island L House

then Hauled out to the Eastward bore
into the Main Chanell had a plenty of
watter inside of the Eage of the Bank
at 11 Am fresh Breeze from S.W arived
& came to Anchor at Brooklin Side
just below Fulton Ferry at 7 Am
had a verry heavy Squall out of NW
attended with heavy rain thunder & Lighting
lasted about one hour then cleared of
So ends the Day.

Saturday 25th Jun 1848

All this Day fine pleasant watther wind
from Southerd & Westward Set Sail
from N York at 7 Am flood tide
making a large Number of Vessels in
Company had a fine time through
the Gate at Sunsett past Connecti
cutt River a large Moon at 10 Pm
went through the Race at Midnight
Watch Hill Light bore NbW 6 mils
Distant So ends the Day

Sunday 26th 1848 All this Day fine Pleasant
Weather at 7 Am past the Hen&Chick
ens inside at 9 Wind South to North
& W beat up & run into the Dock
of Morgans wharf & Made fast 10 Clock
this ends this Southern Spring Cruise
have been absent 2 Months & have
Supplied 36 Light Houses
praise God for providential
Care over us while absent from Home
& his loving kindness how Great in returning
us Safely Back to our own native place
again All enjoying Health

July 15th 1848

Set Sail this Morning at 7 Am on board Schooner Gazelle from New Bedford for Ipswich to Commence Supplying Light houses 36 in Number Ending at West Quaddy Head all the Day fine pleasant weather Wind from N.E. Sev. at Sunsett we were half way from Sandy point to Chatham post Several Sail Standing our Course Com through the Slew to Eastward of Shovell Full the bay bore West from the Light on Sandy point

July 16th Sunday fine pleasant weather at Day light abreast of Cape Cod L House about 80 Sail of Shiping in Sight Wind Southard at 9 PM arrd at Cape Ann

Monday 17 July 1848

Lyin in Cape the Revenue Cutter Capt Sturges was here & Mr Wellman inspecting the Lights in his district, at 10 AM got under Way for Ipswich arrd at 5 PM & Came to anchor Just outward of the Bar too late to

the revenue Cutter arivd at 9 AM & come
to Anchor Clost on board of us So was the
Day

Tuesday 18 July 1848

went on Shore Early & Supplied Ipswich
Light Mr Wellman & Capt Sturges were
there or come on Shore after us & both
of us left at the same time for our Vessels
arivd on board at 11 AM Weighd Anchor & Sailed
for Newburyport L House arivd at 1 PM &
Come to Anchor outside the Bar about ½ hour
before the Cutter Come She took a pilot
& went in but our Oil was at the L House
before Mr Wellman & Capt Sturges arivd
finisd our repairs & Delivered our Supplies &
got on board at 4 PM weighed Anchor & Saild for
Portsmouth Harbour & Come to Anchor at
10 PM abreast of Whales Back Light House

Wednesday July 19. 1848

Supplied Whales Back L House
& Portsmouth Light House & went up to
Portsmouth

July 20th 1848

Fine Pleasant Weather at 9 Am
Sailed from Portsmouth for White Island
Arived & Came to Anchor a little to the South
of the L House at Noon it being High water
Soon Supplied it & returned on board a fine
Breeze from the SW Sailed for Boon Island
arived at 4 Pm Came to Anchor Close on Board
of it & the Co went on Shore & Supplied it
got through at Sunsett Weighed Anchor
Sailed for Cape Porpoise or Goat Island
Light House Hove to at Midnight to
wate for Day Light to Supply it so ends
the Day

July 21th 1848

Went on Shore Early this Morning
& Supplyed the Light returned on board
& Sailed for Wood Island arived at Noon
went on Shore & Supplied the L House
Returned Board & Sailed for Cape Eliz-
abeth arived there at 3 Pm went on Shore
& Supplied the L House but could not
finish the Repairs Spent the Day lying
to Anchor abreast of the Cove for the
Night

Saturday 22d July 1848
finished Supplying & repairing the
Apparatus at Boon got under way
for Portland blowing fresh arrived at
Portland at 4 PM & came to anchor

Sund 23 all this Day
Blowing & Raining Stayd on board all
Day

Monday — 24th 1848
Light Winds & foggy

Tuesday 25th July 1848
Went Down with our boats
& Supplied Portland Light House, light
Wind

Wednesday 26 July 1846
Left Portland for Seguin Island
arrived there at 3 PM & came to anchor at
our usual anchoring place got our Supplies
on Shore & left them got under Way &
Sailed in past Pond Island & came to anchor
in a thick fog Just at Sunset

Thursd 27th 1848

Went on Shore Early this morning &
Supplied Pond Island & whilst on shore
the Steam Boat Charter Oak ran against
us & Caried away our Jibboom. at 10 Am
Went with our Large Boat to Seguin Island
& finished our Supplies there we found all carted
up to the Light House ready for pumping
into the Oil Butts Soon got through &
returned Back to our Schooner got
under Way for Burnt Island Light House
& arived there at 4 Pm went on Shore & supp
it Blowing heavy from South got under
Way bore up into the Harbour came
to Anchor at Dusk a boat have just upsett
& two Men drowned - - - - - - -

July Friday 28th 1848

light Winds from SW Started with our
Large boat & Supplies went through the
gutt & Down to Hendricks Head
Light House a distance of 6 miles
& supplied the L House returned back
2 Pm

Saturday 29 July 1848
All this Day fine pleasent weather win
from SW got under Way from Townsend
Harbour for Pemaquid arivd there at 11.31 Am
went on Shore & Supplied the LH returnd
on board at 2.30 Pm & bore away for
Franklins Island Light House 10 Miles dist
at 5 we arivd & came to Anchore at the NE
end of the Island went on board of it in 5 fath
Soon Supplied the Light returnd on board
at Sunsett got under Way for Herring Gutt
to Supply Marshals point at the going out of
the gutt arivd there at Midnight & came
to Anchor   Ends the Day

Sunday 30 July 1848
All this Day fine pleasent weather went
2 Miles to Church

Monday 31 July fine pleasent
the first part of the Day Supplied Marshals
Point Light got through at 9 Am & Saild
for White Head LtHouse arivd at 1 Pm
Win from SSE & came to Anchor in the Harb

one Mile to North of the L House & began
to Rain went Down & Supplied the L Hou
returned on board) at 4 P.M a thick fog —

Tuesday August 1th 1848

at 11 Am ~~fog~~ Fog lighted up got unde
way for Owls head) 9 Miles Distant came
to Anchor in the harbour to the Southerd of
the Light House ½ a Mile then went with
our Boats & supplied the L House. a hard
Pool up this Hill got through at 4 P.M. retu
on board) & Sailed at 5 PM for Browns head
L House Acrost the Bay About 11 Miles
Course E by S untill the Light House
bears E b N E & run for it came to anchor
at Dusk

Wed August 2d 1848
all this Day fine pleasant weather Calm in
Morning went on Shore & Supplied) Browns
Head) L House At 10 Am A Light Breeze
Sprung up from the Southerd got under way
for Negro Island) L H at Camden arived) at
2 PM Supplied the L House so ends the
Day

Thursday August 3d 1848

Calm untill 11 am then a light Breeze from the South got under way for Fort Point & arived there at Dusk

Friday August 4 1848

Supplied the Lt House early in the morning Strong flood tide & Light winds got under way at 1 PM from Fort Point for Dices Head. Castine arived there in a few hours to anchor in the Harbour just below the Town one Ship on the Stocks 676 nearly finis

Saturday 5th Aug 1848

Went down a mile to the Landing had our Oil Carted to the LH thick weather return on board at 1 PM

Sunday 6th

a pleasent Day went to the Methodist & Congregationist & in the Evening to a Missionary prayer Meeting to pray for the Heathen

Monday 7th 1848

Foggy All Day

Tuesday August 8th 1848

Sailed from Castine at 6 Am - arrived at Eagle Island Light House at 10 Am went on Shore to supply the Light house our Oil Certified by Mr Quin to pay him 2 Dollars & 50 Cents to was the Days. the Keeper that kept the Light last year Mr Spears died before we came is Cheever now keeps it

Wednesday Aug 9 1848

Sailed from Eagle Island for Saddle Back Island the Course & distance 12 Miles bout there & arrived at 1 PM. Schooner lay of & on while we Supplied got through at 4 Am & Sailed for Mount Desert Rock Light House & hove too of the Rock at 10 PM & went on there with Small boat to see what was wanting & soon return on board to waite for the Morning

Thursday August 10th 1848

a fine Delightfull morning & very Smoothe got our Oil on Shore without any diffiuiltty and it up on the Head of the Boat ways. & Soon Supplied the Light a Beautifull Light House has been built the year past of heavy Granite Stone & finised inside for the keeper to Live in or flee too in Case of a Hurricane, the keeper has 600 Dollars a year & Can lay up all of his Sallary by Catching fish enough for the Support of his family

- Sailed at 9 Am for Bakers Isd a distance of 18 miles N by E & arived at Noon went with our Supplies had the Oil Carted gave one Dollar got through at 3 PM & Sailed up or beat up to Bear Island which is inside Came to Anchor at Sunsett Just to the westerd of the Island So ends the Day

Friday 11 August 1848

pleasant weather went on Shore & Supplied

the L House this is a hard L House to
Supply on Account of a Steep Hill to
Roll up but Soon got through here
is the most beautifull Scenery in the
World on Account of the High Hills
& bays & Coves & this Island Elevation about
150 feet in the Centre of the Scenery
the Celebrated Portrait painter Mr Fisher
of Boston is Now here painting the
Scenery around - - - - - - - -

Saturday 12th foggy went on the main
Land about one Mile up from the water
& picked about 20 Qts of Blue Berrys
Sund 13th went over
to S W Harbour to the Methodist Church
& Herd a Free Will Baptist Preach
Fore Noon & afternoon the Methodist
preacher was there he had just been appointed
again for a 2d time the Baptist preacher
gave away for a part of the afternoon for
me to Occupy I said So & talked upon the
2d Coming of our Saviour Speedially but
My time was to limited to Say Much. the
Baptist preacher in his remarks Said that he

he said not believe in Millerism but he
believd that our Saviour was Soon a Coming
he See the great movement of Europe
which led him to believe that Some
great event would Soon take place
returnd back on bord Schooner
at 4 PM a distance of 3 miles

Monday 14th August 1848
All this Day foggy Wind SSW
could not Sail

Tuesday 15th 1848
first part Foggy at 9 Am fog Lyghted
up got under Way & Said for Pettmanon
Island L House & when past the Ledge
Wher is to bear you Steer East for
Pettmanon and there at noon a distance
of 20 Miles & Came to Anchor to the
N E of the Lyght House Close on bord
of the Island in 4 fathoms at Low water
went on Shore & Sound our Supplies about
2 times the distance from the L House to where
the Boat stood got through at 5 PM came
on a thick fog & at 6.30 it lyghted up

got under Way with a Light breeze
from the SW & Sailed for Thachers Island)
L House a distance of 9 Miles Course
NE by E Nothing to the East-ward at 8 PM
& Come to Anchor to the Bend at NE of the
L House

Wednesday 16 Aug 1848
thick foggy Weather Supplied the L Hos
at 10 am high Water then got a boat-
Loads of Drift Stuff

Thursday 17 all the Day
a thick dense Fog Lying at Thachers Isl
went & got a 3d Long Boat full of Wood
So ends the Day.

~~Ligt~~ at Thachers Island)— Friday 18 August 1848—
from Midnight untill 7 am Light winds from East
& Some foggy then began to Rain & poured down
in torrents untill 4 PM when it began to abate
a Brig Come in & anchor about half a Mile from
us at 7 PM wind NE & a Scotch Mist At 8 was
Blowing fresh the Day ends the Same

Saturday 19 .. August 1848
from Midnight untill Noon blowing fresh
from the N.N.E. & Cloudy appearance of
a heavy Storm & Gale. at 8 Am got under
Way from Mashes Island for Moose Peck
Reach beat about half way with Capt
Wass 76 years of age as pilot then piloted
the remainder of the Way the Course from
Mashes Island is N.E.ly E untill you open the
reach then Steer E.ly N. avoiding a Ledge
which is Dry at Low water & lies in the Middle
of the River between the two Last Islands befor
Entering the reach. Came to Anchor at our
usal anchoring place Where there is a Cove
& Several Houses & wharfs to the North of us
came to Anchor 10 Am paid the pilot 250 Cents
& then Started with both Boats & Went
3 Miles & Supplied Moose Peck Head Light
& returnd back at 3 PM blowing a Gale of
Wind at 4 PM the East Port Cutter Come
in & anchored Close on board of us & Sent
his boat on board to See what Lights we had
Supplied

At 7 PM Blowing heavy attended with rain at
8 Gale increases at 9 do Blows violently at 10 do
& at ~~noon~~ Midnight heavy gales, with Rain

Sunday 20 August 1848

First & Middle part of this Day Blowing a heavy gale from NE attended with Rain middle & Latter part ceasd raining but blowing heavy Capt Tettcomb of the East port Cutter Came on board about one hour he his a very Sociable pleasant Man

Monday 21th 1848

first part of this Day blowing fresh from NE Cutter Sails early this morning for ~~the~~ to examine the Western Lights at 10 Am Wind hauls to ESE & back to NE the Day was in Light Winds & Cloudy Weather

Tuesday August 22d 1848

got under Way from Moon Peck reach at 6 am with Mr Walker as pilot Soon cross the Bar 2 1/4 fathoms 1 third Ebb Steered NE Said between 2 Small Islands with no trees upon them

about 1/4 of a mile from the bar & Where one
Eighth of a Mile to the North of a high Island
about a Mile from the two last Islands that
we just Sailed between Steer N E by E true
Course for Libby Island L House you will
pass a Dry Ledge about 8 Miles distant leave
it on the Starboard hand & a Large high
Island about 3 Miles from the Ledge on your
Larboard & Libby Island will be right a
Head Steer Direct for it -- we arrived
& hove to at 9 Am there is no anchorage here
Went & Supplied the Light fresh wind
from N E but very Smooth Landing a New
Light is now building of Granite Stone
& Soon will be completed & when Light up will have
All New Lighting Apparatus 12 Lamps
got through at Noon Returned on board & beat
up to Little River & went & Supplied that
L House with 5 Lamps. When to the S W
of Little in Sailing towards it you Cannot
See the Light untill it bears N N W as
the high Head to the Southard [illegible]
Shuts it in you can bring the L House
to bear from N b W to W Run for it having
it abt on board the Larboard hand if you

the Entrance is Narrow & Bold on Either Side a Timber Ledge lies of one hundred yards on the Starboard Side up from the Lower point or Bluff probably 200 feet from the Shore when Inside the Stone) you are in a fine Harbour but run up one quarter of a Mile & Anchor in the Middle Soft bottom the Finest & best Harbour I Know of

Wednesday 23d August 1848

first part of the Day Blowing fresh from the N.N.E & pleasant weather got under Way & Sail out bound to West Quoddy Head 2 Hours Middle & latter part Nearly Calm

24th Thursday All Day nearly Calm the Tide & a Light Wind brought us with anchoring Ground between to the Two Harbours in 11 fathoms, went at 9 AM & Supplied the Light with Oil returned on board hove up our Anchor & Sett the Sails & got her in to the Bay at 2 PM came to Anchor in 6 fathoms, went up to Lubec & agreed for a Jibboom to be made for Six dollars

& to be finish'd on Friday Evening

Friday August 25th 1848

Calmm through the Day went up
to Lubec & brought our Boom down
by Dusk I was to hold a Meeting
to the L House but did not get back
in time Stayd at the Keepers House
All Night talk'd untill 1 am the following
morning

Saturday August 26 1848
first part of the Day Calm latter
part fresh Breeze from SW got
our jibboom out & rigd &c could
not sail on account of the tide being
against us therefore Shall tarry over
the Sabboth

Sunday 27 August 1848
All this Day fine pleasant weather
Went up to the of the Bay 2 miles to the
Methodist School House where they hold
their Meetings ~~&~~ Elder Peckham was there
& had appointed a Meeting through the Day
but wanted myself to occupy a part of
the Day & what part I chose then & I took

the forenoon My discourse was upon the 2d Coming of Christ to Judge the earth & reward his Saints) Elder Pickham Occupied the afternoon & after the service gave out word that I would Lecture in the Evening & then returned home at Lubec The house was full gave a discourse on ~~the~~ a part of Daniel beginning of the 4 Kingdoms Returned in [illegible] of My Discourse

Monday 28th

All this Day calm & fog we did Not Sail

Tuesday 29 Sailed at 6 am at noon past Little River at Sunset went into Starbuck Creek Harbour at the Mouth of Machias Bay

30 Wed got under way & sailed to supply Mantinicus Rock Light at Sunrise wind to NW at sunset Bakers Island Light bore NW 5 miles at Midnight Passed Mount Desert Rock Light airs from the N

Thursday August 31th 1848
All this Day light Airs from the
S b to E at 2 Am past Mount
Desert Rock ---- & shifted to the
Westward

Friday Sept 1th 1848
All this Day Light Winds from the
Eastward at 11 Am Went on the Rock
Landed our Supplies & Supplied the L House
Returned on board at 5 PM & Sailed for
Mohegan Island L House Light Airs
at Midnight hove to for Day Light

Saturday Sept 2d
Sailed into port at Sunrise got our
Oil on Shore & Supplied the L House
returned on board & Sailed for New Bedford
Wind fresh at SSE & appearance of a Storm
Sailed 11 Am at 1 PM blowing heavy past
Seguin Island Raining & let her go for Portland
arrived there & came to Anchor at 6 PM
wind Shifted in a Squall from NW

Sunday 3d Arri at
Woods Hole & came to anchor to hear from

My Brother in the Eliza

Monday Sept 4 at 7 Am
myself & Mr Brown went over to Bedford
in the Steam Boat

Tuesday 5th Sept returned
back to our Schooner in the Steel Skiff

Wedn Sept 6 1848

at 7 Am got under way for Edgarton
to waite for My Brother in the Eliza
& in Sailing there fell in with her at
Capeoge Light House left Him Supply
the L House, & Delivered them 900 Gall
of Spring & Winter Oil then got under
Way & Returned Home Came through
Woods Hole by the Lone Rock way got
9 PM hool up & came to anchor close to
Rotches Wharf So ends this first Eastern
Cruise & the last one as My Brother
Supplied the first one.

Winter Cruise in the Schooner Eliza With a Crew Consisting of 10 Men & Albert Ellis to work his passage making 11 in num Set Sail from New Bedford Weanesday Oct 25th 7 am. 1848. with a Stiff Breeze from NW from Mashome Point SW at 1 PM took My Departure from Block Island bearing NW distant 10 Miles Sea Account begins at Noon

Thursday Oct 26th 1848

At 1 PM took My Departure from Block Island bearing NW 10 Miles Dist Steered SW 64 Miles. Middle part Light winds from N. at 8 Am Wind NE by E Steered SW by S & Raining at Am Wind NNE All Sail Set we have Sailed with Several vessels to Day but coula Not Beat them one was a Bark from Boston bound to Philadelphia & the other a Brig Spoke her at 8 PM, the Eliza is a very Easy at Sea no bringing up Swaying in pitching or Rocking Latter part Moderate Wind NEly, E we have Saila per Log 94 Miles SW by S. Latt obs 39.23

Friday 27th Oct 1848

this Day Begins with fresh wind & appearance of a Storm at 1 PM wind backed to NW & Increasing All Sail Set Steering SWly Sa Bark pass us Going about Wly S. we are Sailing 7 Miles pr hour at 6 PM wind increasing took in gaft Topsails at 5 AM Square Sail Middle part Stiff Breezes from N at 7 am Set Gaft Topsails Wind Ship W More Moderate & continued So, we have Saild 188 Miles SW ½ S. Course Sounded at 56 fathoms at Noon in 20 fathoms from 8 to 12 Stand SW by W & Shoaled 36 fathoms. Latt by Obs 36.35 fine pleasant Weather

Saturday 28 Oct 1848

the Day begins with fine Delightfull weather & Light Airs from SW All Sail Set going Large Several Sail in Sight at 6 PM Sounded in 17 fathoms fine Black Sand wind WSW at 7 SW Middle part Light Winds at 4 am tack Ship to the W by W we are now by the distance ran pr Log

5 6 Miles Senie Noon & not allowing any Curent we ought to be 40 Miles to the N E of Cape Hatteras at 8 am saw the Light of Duck bearing W we must have had a strong curent setting us to the South at 10 ao tacke Ship of Shore Light Winds from SW at Noon Light House bore ~~[illegible]~~ NbW by W ½ W 5 miles Distance. Latt by the Mate & Myself 35:25 & 35:28 Mate 17 Miles to the N of the Cape & Myself 14 Miles Still the Cape bears NW by W ½ W. the Day ends in fine pleasent weather

Sunday 29th Oct 1848

this Day from Noon untill 4 — PM fine pleasent weather Wind WSW at 1 PM tack Diamond Shoal bearing SW half Mile Distance. Standing of Of at 2 tack Ship to West-ward at 3.30 PM the Outer Shoal & the L House bore bore from us NW ½ N Wind SSW & Cloudy appearance of a Storm two on a West Course untill lost sight of Cape Light hand our Light Sails

& took in our flying Jib & tacked Ship to SE
came on to Blow Squally & Rain Singled
Reef the Mainsail Double reef the Fore Sail
run of untill Midnight & wore Ship to the
Westward blowing heavy took in our quarter
Boat for fear of loosing the Schooner Makes good
weather of wind increasing Double ref Mainsail
& then Handed it & took in Jib at 4 AM wore
Ship to SE Lyes very Broad of in a dangerous
position for a Sea to board her at 5 More
Moderate Set Jib Still Lyes broad of the
Eliza wants a Large Trysail for a Storm Sail
which would bring her up to the Wind She is very
at Sea & leaks about 400 Strokes in a Day at
11 AM Standing in thick weather 13 fathoms past one
Schooner bound S^d & a hermaphrodite in under
easy Sail at Noon Made the Diamond Shoal
we have had a Stormy Night I did not turn in
untill 5 am

Monday 30 Oct 1848

All this Day light Breezes for the Most of
Day with Rain & Fog at 3 P Spoke a Brig
hove to Light House on the Cape bearing WSW 4 miles

(Distance. the Brig Rome David Duffees of N York & bound to Wilmington N C. we Stood Close on board the Shore & took Ship & hove to for the Night to Ly off & on untill Day light or a fair Wind to proceed on our Way round the Shoal to George Town 10 AM in 10 fathoms & Calm Suppose the Cape L House bears WSW from us 8 Miles, let reefs all out. & foggy, at Noon the same

Tuesday Oct 31th 1848

Commences with Fog & Calms at 1 PM cleared off Cape Hatteras Light House bore S W by W dist 10 Miles a light Breeze Sprung up from S S W Made All Sail & beat toward the L House the Brig that we Spoke yesterday is 4 Miles to windward beat past her & hove to the L House bearing W S W. head off Shore & Nearly Calm. Middle & latter part Light Winds from S S W to S W So ends the Day

Wednesday Nov 1th 1848

This Day begins with fine pleasant weather Wind at S W at 3 PM Wind hauled to W N W Several Sail come over the Shoal & Several Sail bound to the Southward at 4 PM bore away to go round the Shoal Light House bearing NW by W Steerd SE to SbE & Traced the Shoal round from 10 to 12 faths Depth into 15 then hauld up SW by W at 7 PM. Lt House bearing NbW 15 miles Distance from which I take my Departure Wind in NW Sailing 6½ miles pr hour Middle part blowing fresh Wind NbE took in light Sails Latter part of the Day Wind all round the Compass at noon fine Breeze from NW. we have Sailed since leaving Cape Hatteras Shoals 118 miles made a SE Course Latt 33.42. but Our Observation was 33.50 could not depend on it not getting a good altitude. Frying pan Shoal bears WNW 33 miles

Thursday Nov 2d 1848

this Day begins with pleasant weather all Sail set By the Wind Steering SW by W at 1 PM Saw a Sail a head rather drawing away from us at 6 PM Wind W by S & blowing heavy in Flaws Sounded in 23 fath at 8 No bottom at 9.30 found we were in the Gulf heavy Sea on tacked Ship to the North at midnight

Blowing Heavy Double reefd the Sails at 4 am
took the bonnet of jib gale increasing but we
have had to Carry taught Sail all Night to
keep out of the Gulf Standing to the Southard
from 10 PM to 8 Am the wore Ship & to the
West past one Schooner Hove too under reef
foresail heading to the Westward. at 10 am
Saw Ocracoke Lett one reef out Set jib at
11 Lett all reef out 13 fothoms at Noon fine
pleasant weather Light winds on the outer
end of Cape fear Shoal in 7 fothoms Several
Sail of vessels in Sight 2 astern coming up with
us & 2 Brigs on our weather Bow came out.
Cape Fear Latt by Obs 33.43 & the Shoal
Lyes in 33.33 & we are upon it & all agree
in our Altitudes. this has been rather hard deep
Labour for the Elvira but She has rode it out
Well but a good deal of water, top bow all over her,
& has got Some chafe cracked the end of our fore
Gaft & Mainmast Some chafe about the Jaws
of the Gaff

Friday November 3d 1848

First & middle part of this Day Light airs
& variable Steering from 7 fathoms of water on the
SE end of the Frying Pan Shoal west ~~south~~
20 miles then WSW 50 Miles to make
George Town Light ahead & hove too off the
Bar & a pilot came on Board. Blowing fresh
at 11 AM bore away & Sailed over the Bar &
beat up past the Light & came to Anchor
at Noon appearance of a Storm Wind NE
found the Brig William of Fairhaven Capn
Fish Master lying here bound out — —
We have been Nine Days since we left
N Bedford rather a rough passage but favored
by the great Supreme Being & his kindness
how great. 3 this afternoon Supplied the Light
House with 7 months Supply of Oil at 9 PM
Blowing a gale of Wind & Showers of Rain
how thankful we are in getting into port — ...
thus ends the Day with Sea account —

Saturday 4 Nov 1848 lying at George town S. Hour first part of this Day blowing Heavy from E S E & heavy Showers Middle part pleasant & fresh Gales at S E & S at 3 PM all overcast & appearance of a Storm. Sent a letter up to George Town to my Brother in N Beaufort at 5 Cited our anchor Blowing heavy & ran up further from 5 untill 10 AM Blowing in gusts tremendiously & Raining Midnight heavy gale

Sunday 5th Blowing & Raining from S to North W & N untill 5 PM. Cleard of

Monday 6th Nov lying at George Town Inlett fresh Winds from N untill 11 AM then began to Moderate at 12.30 got under Way to proceed over the Bar got down about half way to the Bar & it fell Calm & the tide Drifted us back to our Anchoring place & came to Anchor at 4 PM Light Wind to the West & fine pleasant Weather the Brig William Capt Fish of Fairhaven lyes here bound Home drawing 11½ feet & the Eliza Drawing 8 ft 7 Inches & 12 feet on the Bar at high water Comon tides high Water to Day 2.40 PM

Tuesday Nov 7th 1848— to Charleston

All this Day fine pleasent wether wind from Varrying from Nth to Sh. come out over George Town Bar in Company with 2 Brigs bound to the Nh & 2 large Schooners bound on to the Island of Barbadoes the other Boy of Honduras. cross the Bar at 2.30 PM 11½ ft water at Sunsett pass Cape roman Shoal & Beat up & Come to Anchor in 2½ fathoms Racoon Key L House Bearing Nbly E ½ E 3 Miles at 9 PM. to wait for the Morning to Supply the Light—

Wednesday 8 Nov 1848

from Midnight to Noon Moderate Weather & pleasent the Remainder part Stiff Breezes from EbNE to NE. at 4.30. left the Schooner With our Supplies in booth Boats & rowed on Shore just at Day Light Supplied it give 7 months supply of Oil returned on Board at 9 AM got under Way for Charleston & Come in over the North Chanell at ½ flood 10½ feet left the first Boy outside the Bar on Starboard hand 2 other Boy on larboard hand the

Saturday Shoalest water is 2 thirds of the distat
first from the first buoy to the 2d at 3.30 pm. Came
St. Came to Anchor at the N W end of Sulivans
Island in 5 fathoms you Shoalen Swaingly from
14 fathoms into 7. 5 4 2½ we Stopt here to supply
the 2 Beacons Lights but had nothing to put oil
into So ends the Day — — —

Thursday 9 November 1848
All this Day fine pleasant weather Started
with Boats by Day light & went & Supplyd
Charleston Light House & returnd back Just
before Sunsett — — — - - —

Friday 10 Nov 1848 fine pleasant
weather wind at E & N E Supplied at Sunrise
the 2 Beacons lights on Sulivans Island
& then returnd on board & went 5 miles to
the 2 Beacon Lights on Morris Island returnd
Back at 11 am got under way & Sailed up
to this City Came to Anchor at 12.30 the Latter
part of the Day & stiff winds from E & N E

Saturday Nov 11th 1848 Lying at Charleston
All this Day Light Flattering wind & wind

Sunday 12 Nov

Wind) First & Middle part wind to the E
at 4 PM Came on to Rain wind SE
Latter part thick weather went to the
Bethell ~~For~~noon & afternoon with only
part of my Crew the rest no inclination
to go my Son with the rest - - - -

Monday 13th Nov 1848

went on Shore this Morning & got N York
Herald) which informs us that General
Taylor would be Elected at 8 Am
weigh Anchor from Charleston &
proceeded out over the North Channel
Bar leave the Middle Boy which is on the
Knole to the North of you & Either side
of the other 2 Boys the Bar is about half
away between 2 Outside Boys Stand off the
Ferry the Bar ESE Short distance in 4 fath
then SE until in 5 fathoms & when in
6 South & when past the L House SW for

Savannah 60 Miles distand at ½ past 10 Am L House bore N W ½ N 8 Miles dist of pleasent weather at 8 PM Came in over Savannah Bar or through the New L House bearing W by S. the least water was 3 fathoms & came to Anchor in Cock Spur Roads Wind Blowing fresh at N by E & pleasent weather

14 Nov 1845

all this Day Blowing Fresh from N & E got under Way this Morning at 8 Am from Cock Spur Roads & Said up the South passage to Savannah & came to Anchor abreast of the Rice Mill at 10 Am went down the River & Supplied Tiy Island Beacon Light House Reported in My List of Lamps 5 but only burning 3 after returning Back went on Shore & visited My old friends & acquaintances which I have not seen for 17 years in the Evening was with My Former Mate when in the Steam Boat Pendleton So ends the Day

Wednesday 15th Nov 1848) Lying at Savanna

All this Day fine Pleasant weather Light winds on all points of the Compass Got under way at 11 A & proceeded Down Savannah River with a pilot on Board at 4 Am Come to Anchor the L House Bearing S by E half way from the Buoy to the went on Shore to the L H to see the Condition of things &c & returned on board)

Thursday Nov 16th 1848 ,

lying abreast of Tybee L House a fine pleasant Morning Light Wind from SW went on Shore Early this Morning with our Supplies & Supplied both Lights left no Spring, only Winter got through about 10 Am & Returned on Board calm. at 1 PM Light airs from the Eastward & Beat out over the Bar & Steered S by W. at 6 PM the end of Great Warsaw Island bore W by N 5 Miles distant & Tybee Lights bore ~~bre~~ N by W 10 Miles. of & nearly Calm & a Clear evening at 9 PM Strong Current setting in Shore & Calm came to anchor in 6 fathoms & Lay until 12 got under way Light Breezes from the South

Friday
~~Saturday~~ 17th November 1848 at 1 am Wind hauld to N.W. light breeze daylight Calm abreast of Hossobaw Inlett at ~~[illegible]~~ 10 am past St Catherines at 1 PM past Sappelow then Light & pleasant weather at 5:30 took in Squaresail & gift topsails & Jibs jib hauld of the Beacon Lights bearing West & in 7 fathoms overcast looking like fowl weather Wind N.E Moderate Winds & verry Smooth Sea Latter part Calm Lights bearing Wly do

Saturday 18th 1848

from Midnight untill 8 am Light Winds & variable from SSW to NNW thick weather Lights in Sight beat up & Came in over the Bar after passing the Boy outside of the Bar we brought the Black Beacon in range of Top of the Dwel= this will Carry you in the best water formerly the 2 Beacons were to be in range for the Leading Marks to run over the Bar but the Bar works to the Southward found the N Breaker Boy to bar inside of the Breaker one eight of a mile the least Water we had was 2½ fathoms on the Bar one third flood from the North Breaker Stand up NWbyW to Clear Wolf Island Spit the Boy leave on your Larboard hand & the Next Boy one Mile Below the Light on your Starboard hand —— we came to Anchor abreast of Wolf Island [illegible] in 4 fath went & Supplied the Lights in a Rain Storm Wind NNE returned on board at 1 PM got under Way & beat up & came to Anchor Just to the westward of Sappelo L House in 5 fath Sof Bottom blowing fresh & Raining at 3 PM ——

at 6 PM Blowing a heavy Gale from N or E & raining

O how we are Blest of the Lord in getting into port before this Storm Come on his providential Care Ho how Greate O My Soul praise God for Blessings Conferd upon me Volumes could not contain the manifold Blessings that I have recd from My Heavenly Fathers hands. but do I praise God as I ought for these Great Blessings no, I do not to my Great Shame O that Ingratitude Coldness indifference Lukewarmness & Stupidity Might be Eradicated from My Heart. & that Faith. Charity. & Gratitude. & Sacred Zeal Might rule Preaminent in My Heart, then it would be truly a meet Temple for Gods Holy Spirit to Dwell in then I Should that Sacred Zeal to Serve God out of a pure Heart Fervently then I should be usefull in My Lords vineyard then I should bring forth Fruit unto Holiness & the End Everlasting Life. then I would Love the appearance of Jesus because he is soon a coming to take his ransomed Children home to glory to reign with him forever upon the shores of Imortality, where will be no more Storms nor Tempests nothing more to mar nor molest our peace but it will be like a River & our Righteousness Like the waves of the Sea & as the Days of a tree so will be the Days of Gods people & his Elect will long enjoy the Works of their Hands ----

at 7 PM gale increasing Blows heavily & continues at midnight the same

Sunday 19th 1848 Lying at Sappelow Island Light, first & Middle part of this Day Blowing Heavy from the N & E & cold Latter part more Moderate Held a Meeting among My Sailors in the Cabin

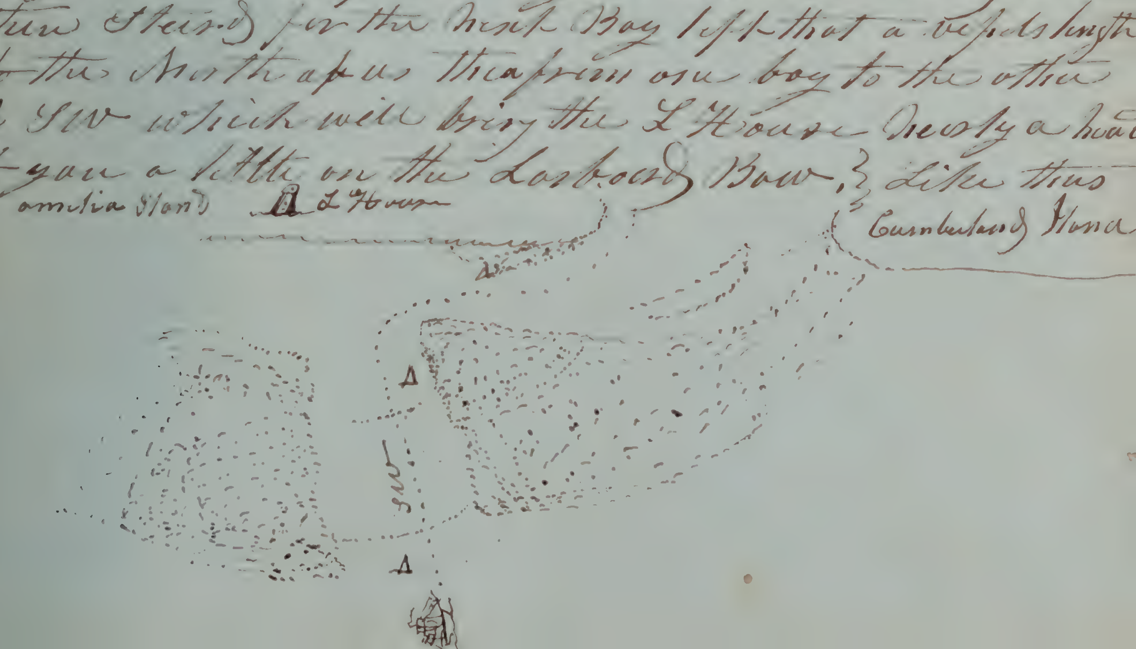
Monday 20th November 1848

Supplied Sapelo Island Light House Early this morning in the afternoon went up to Doboy Steam Mill

For Mr Philip Younge the Owner goin
me Some pine Boards returna on board Made an
Attempt to go out over the Bar it fell Calm returnd
back & come to Anchor

Tuesday Morning Nov 21th
got under way from Sapelo Light at Sunrise
in Company of a Schooner belonging to Sapelo an
Captn Blankinship. had a fine Breeze from the
Westward & when runing out & after passing the
buoy on the Northe Breaker head we Stand Ely S
untill the Black beacon Lantern was to the Southard
of the Chimney of the Dwelling House kept it so
untell we crosd the Bar & left Bar Buoy our Schr
Lentth to the Northe of us we had 2½ fathoms
Beat to St Simons Bar then wind hauld to WNW
it was Low water or younge flood & Beat up
to the St Simons Light & Came to Anchor at our
usal place Just below Mrs T Butler Kings plantatn
went Down & Supplied the L H return on board
Just before Sunsett got under Way & Sail up to
Jakiel Crick & Said through it a distance of 6 Miles
& come to Anchor in St Andrews Sound Just to the South
end of Jakiel Island at 9 PM so en as the Day. & a
fair Days Work.

January 22d 1845 got under way this morning at Daylight from Jakill Island & Saild out of St Andrews Sound to the N. End of Cumberland Island & came to Anchor in 5 fathom Light House bearing SSE 1/4 Mile from the Shore went emmediately on Shore & Supplied it came on Board & got under Way & Saild out over the Left the Boy about 3 times the Length of the Schooner to the South of us it has Drifted two far to the Southward. the L House bore West when on the the Bar we had quarter twain we then Steerd after Leaving the Boy E by S. Some distance before Deepening our water as the Shoal Ground makes of a long Distance from S. Breaker as we deepend our water haul to to the Southward ran along Shore Sly to in 5.6.7 fathoms Come out 10 Am. at 3 PM came in just to the N of the Boy on Amelia Island Bar then Steerd for the next Boy left that a vessels length to the North of us then from one boy to the other is SW which will bring the L House Nearly a head of you a little on the Larboard Bow, } Like this



after passing this Bay on a SW Some distance ran for the iner Bay which Lyes of the Point Shoal leaving it about 100 Yds on your left then follow the Shore over giving it a Small Birth untill you arrive at Fernandina & come to anchor at 4 PM without a pilot as None come of Supposing we were bound to St Johns we hauld in for the Bar then it was to Late to come

23 Nov 1848 Lying At Amelia Isd

Fernandina Started at Daylight with our Large Boat with Supplies & rowd & hold up a narrow Crick 3½ Miles & come to the Landing of Amelia L House Landed our Oil & took it up to the L House & Supplie it with One Year Supply of Oil returned Back on the Ebb on board of our Schooner at 1 PM. ——

Friday Nov 24th 1848

All this Day variable Winds & Squally Clear Weather & thick at 7 PM Blowing & Raining weighd Anchor from fernandina & Saild over to Cumberlan Island about 3 Miles & Come to Anchor in 4 fathoms went on Shore & got half Boat Load of Live Oak woo

Saturday 25 fine pleasant Morning at Sunrise got under Way from Cumberland Island. the pilot Come on board & Caried us out over the Bar & paid him 4 Dolls 18 Cents & left us filld away & set all Sail for St Johns River Light House arrived at the Bar at Noon & hove too took the Supplies into our Boats went & Supplied the Light had a very Smooth time in & out arriv'd on board just after Sunsett made all sail for St Augustine at 11 PM made the Light from Mast Head so ends the Day

Sunday 26th 1848

all this Day Blowing fresh from West to North West at 4 Am hove too to the North of the Light of St Augustine to waite for Day light at 7 Am See the pilot Boat Sailing out to the Bar bore away when they ariv'd near the Bar & let their Keel warp & guided us in we Struck twice on the Bar but not Hard enough to hurt anything then had to beat up a narrow passage before we pass the L House then become a good beating Channel & come up to the Town & anchored at 10 Am this is the first time that I ever was here in the Light House Schooner

Monday 27 Nov wrote 2 letters home

all this Day blowing Heavy from North West but a Cold Morning went Down to the L House with our Boats & Supplied the Light it bein near at nearly high Water the Sea fill'd our long boat before she could be discharg'd. hauld her of bail'd her out took in our casks & returned on board at 10 am

Tuesday 28 November 1848 Lying at St Augustin

All this Day Blowing fresh from the N.N W. to N.N. heavy Sea on the Bar

Wednesday 29 Nov 1848 at St Augustin

first part of the Day Blowing fresh at N.N.W at Noon N.N.E at 6 do Light Winds at N E & pleasant weather high water on the Bar at 9.38 Am.

Thursday 30th Nov 1848

Light Winds & Foggy no time to proceed over the Bar, wrote a letter to My wife.

Friday 1th December 1848

first part of the Day foggy Light Winds at S by E high water 10.51 Am. 5 the wind E S E fresh Breeze at 2 PM was visited by 4 Spanish Ladys. & admired the Eliza very much at Sunsett blowing heavy wind SSE & appearance of a Storm at 9 do began to Rain the Day near the Same

Saturday 2d Decm 1848

from 12 untill 4 am Rainy Wind SW at 7 wind West breaking away & Wind W to W at 9.30 a got under Way from St Augustine & Said

down abreast of the Light it fell calm &
Came to Anchor at High water 11.30 AM pilot
on board & the pilot Boat on the Bar but had to
Come in, we have been waiting Since Tuesday last
to proceed over the Bar

Sunday 3d Decem 1848

Lying just to the Eastward of St Augustine
Light-House Inside of a Long dry Shoal
which makes it Smooth while Lying here —
All this Day fine pleasant weather Light wind
from N.E — a Methodist Minister on board by th
name of David L. Fowler is going with us to Key
West & then to preach there in the Methodist
Church . held a Meeting in the Cabin
this forenoon three of My Sailors would no
attend , the names are Hosea Trip . Elliott
& Neva . they wanted to go up to the City &
I refused them on the grounds that I was to hav
a Lighter or Boat

Monday 4th Decem 1848

all this Day Light winds At. E & S.E. & pleasant weat
high water at 1 AM. no chance to get to Sea.

the Northern Mail arrived this afternoon at 3 30.
No Letters from My Friends neither have seen any
Since I Left 27. Oct. — — — — —

Tuesday 5th 1848

Lying open to the Sea Just protected by a Small (Dry Sand) Shoal outside of & a Large Mile from the proper Anchoring place. the reason of our lying here is that we Might improve the first opportunity to go to Sea although if the wind was any where from SSW to W we might as well be up there as here) all this Day Light winds from E &NE & pleasent weather.

Wednesday 6th Decm 1848

Still lying Just below St Augustine. L. House, All this Day Light Airs & Calm & thick Smoky weather or a half way fog no time to proceed over the Bar

Thursday 7th 1848

Friday 8 Decm 1848

All this Day Light Winds from SE to E SE

Sat 9 all this Day fine pleasent Weather Wind to Eastward foggy Calm Sailed up above the Eastern point bound to anchor

Sunday 10 fine pleasent weather went up to the
City & to Meeting at the Methodist Church
it is a Small Neat Building Elder White has been
the Pastor of it by now is going in the Elva to Key
West & Elder Russell takes his place he requeste
me to take part in the forenoon Services which
I accepted, in the ~~Evening~~ afternoon went to a
Funeral Elder Russell attended it he was a protes
tant but his Wife a Roman Catholik the Evening
at Church to the Methodist

Monday 11 Ocean still lying at
St Augustine Roads got under Way & hoped
to get to Sea but was obliged to Anchor emmediatly
could not Stem the tide & Soon fell Calm & on
the Bar Likewise

Tuesday 12 th Wind to SE
& fine pleasent weather high Water 9 Am
could not get to Sea Several Ladys & gentleme
Came on board this afternoon & Supt with us
Sent 2 Letters home to Wife & Brother - - -

Wednesday 13th Light winds from Midni
ght to 8 Am from the South at 9 to SW got
under Way with the pilot on board the row
Boat gave a head at 10 30 Crossd the Bar 11 ft
high Water

hove to dischargd our pilot- Sent a letter to Brothe
we have been Lying at St Augustine Since the
26 Nov - we are now Sailing towards Cape Ca
narvell to Supply that Light House. at Noon
the Light House bore N W by W 8 Miles distant
tack'd Ship in Shore wind SSW at 1 P M tak'd
Ship Stood in, board the Land headed up S.E. Light
House bearing N W by N. 6 Miles distant Stiff bree
All Sail Set at 2 do Made a Sail ahead
wind hauld to the Westward headed up SSE
St Augustine L House bore N W 12 Miles
at Midnight we have Sailed 60 Miles & are
about 9 Miles from the Shore SSE & SE by S
the Day ends in fine pleasent weather

Thursday 14 Decm 1848

all this Day Light winds from N E &
pleasent weather Made the Cape Light at 7am
bearing S.W. came Round the Shoal in 4 fath
& when the Light House bore N W by N you are
Clear of the Shoal arivd at 3 PM ~~Supplied the~~ -
this Day Should be the 13 arivd at 3 PM
~~went on~~ came to anchor a half a Mile from

the Beach Light-House bearing N Ely No
one Mile Distant that is the Light-House
is one Mile from the Beach from where we
Land our Supplies a Road is Made to the L Hou-
we anchord a little to far of as we only had 2¼ fath
of nearer in towards the Beach there is 2½ fathoms
it is a fine Harbour with the wind from NNE
to W & you can Ride out a NE wind very well
we lay all Night it was very Smooth

14th all Day Delightfull

Weather wind to NE & Light got our Supplies on
Shore very Easly the Keeper had 2 Carts one
Mule & a horse for Each got it all up by Noon
720 Gallons My Sailors took 200 Gallons & a hard
one it was took Diner with the Keeper & wife
& Son 15 Years old he gave us about 30 pumkins & 3
Gallons Syrup. Left the House at 1 PM &
Arrived on board Schooner at 2. hoisted in our
Long Boat Light working Breeze from ESE
beat out at Midnight nearly Calm

PS the Keeper has a farm about 8 Miles to the
North of this it is a Hammock containing 40
Acres of Live Oak Land where he can raise an
abundance of Every Article of food the Land very
productive of Sugar Cane. Corn pumkins
potatoes & all kinds of fruit Oranges Lemons
Limes Figs Bannanas plantains Etc...

& the Keepers wife is a Sister to My wifes
Cousin Son Mr Faulkner of the City N York

15th Decm 1848 All this Day light
Winds from SE & delight full weather
we have gaind not more than 12 Miles the
Whole Day beating along the Coast of Florid
between Cape Carnaveral & Cape Florida
2 Sail in sight — 16th Decm 1848 on our Course
Light airs & Calms from Midnight untill
2 ~~AM~~ PM then a breeze Sprang up at SE we
are ten Miles from Land Latt at Noon
27.51 being 43 Miles to the Southward of the
Cape, at 4 PM Standing in Shore in 5 fa
Smooth. See a rool of the Sea ahead put
Down the helm & came about in 2 fathoms
filld away & Dropt into 5 fathoms again at
Midnight Light airs & clear

Sunday December 17 1848 Beating
Toward Cape Florida All this Day Light
Winds from SSE & the Latter part of the Day
to E tacking Ship to the Westard in 17 fathoms just
in Sight of Land & runing Close on board of the
Beach in 6 fathoms we find a Middle ground
about 2 Miles of with 5 & 6 fathoms & deepning into
8 & 9 fathoms. the Coast tending about SSE we past
this Morning a place where were a Large number of

Trees Standing

Standing on the Edge of the Surf it appeard that the Land had recently been washed away by a heavy gale & left the trees Standing Latt by Obs 27.30. at 11 P.M headed up S S E Wind East fine warm Delightfull weather 2 Sail in sight this Morning

Monday 18th 1848

All this Day fine pleasent weather wind at E by S made Several tacks of Shore from Midnight untill 10 AM at Noon Latt 26.51 at 11 AM Came to a point of Rocks & likewise Rocks lying of a Short Distant from the Beach at [illegible] whoose past a high Mound we are Sailing with the Wind on Shore Lying it along heading up S by E ½ E & have been heading up Most of the Forenoon S S E at Sunsett pass'd 2 large Black places on Shore at the Edge of the Surf they appeard about 300 feet long & Seperated about that Same distance from each other at 11 PM made Cape Floridas Light bearing S S W at Midnight hove to to watch for Day Light So ends the Day Wind E by N E

Tuesday 19th 1848 All this Day Wind to E to E by N E Latter part fresh winds at Day light Squared away for the Light House at it bore S W by W 12 Miles Distant at 7.30 Came on the Bank Steering SSW & ran into 3½ fathoms traced the Sand Bores ~~to~~ which Strickes from the L House or begins one & a half Mile ~~from~~ the L House to the East of it & continuing down about 7 Miles Nearly Abreast of Soldiers Key when the Key bears west you are to the South of it you may then Run for Soldiers Key untill you pass the Sand Bores then haul up for the Light House or Steer N½W but this was not the way that we came in Brought Soldiers Key to bear WSW Mr Duke & Mr Daboose came of we expected to pilot us in through the Slew of the Sand Bore but refused to do So Saying there was not water deep enough to go through & left us & Saild up to the L House tackd Several times backward & forward ran over to Turneys Rocks tack Ship in 10 feet water Saild Back & Concluded to go & Sound the Slew out Side So I found 10 feet at Low water returnd on Board Squard away & Saild in without any difficulty ~~the~~ Soldiers Key bearing WSW & came to Anchor Light House bearing NbNW & in 2 fathoms hard Bottom ~~at~~ Noon in the after noon went up to the Light House & Supplied it returnd on Board at Sunsett

Lying 7 Miles from Cape Florida L House

Decem 20th 1848 All this Day fresh Winds from E to ESE could not Sail went up to the Cape & filld Water went on to Soldiers Key & got Conks & Craw fish & fine white sand one hermophradite Brig Come in & went westwa

21th December 1848, begins & ends With fine pleasant weather Wind E to ESE got under way from Soldiers Key Roads inside of Sand Bores at 8 am Stood to the Southward untill Soldiers Key bore W ½ do then tackd to the Eastward & in standing that far had various Soundings from 2 fathoms Shoalend up to 10 feet then Deepend into 2½ fath & tackd Ship in 11 feet beat out making Short tacks untill we got to the Eastward of the Sand Bores then made Long tacks & in beating out Crosing black patches &c we had from 3 to 4 & 5 fathoms went of of the Bank Fowney Rocks to the South of us one Mile & the Light House bearing W b S W the Shoalest part on the Edge was 2 fathoms but the Bank is deeper further do 10 am tack Ship in the Gulf Stream & layd the Reef down Steering S S E ½ E & S Ed Course Lee Bowd the Current & workd Slowly into the Stream & as we Said along the Reef kept Edging of Gradualy to S b W untill past the Light Boat & then S S W passd the Boat at 4 PM at 5 30. Douggus Key bore W Sea 3 Rockets the

we are now Sailing 7 Miles pr Hour
on SSW Course Spoke a Baltimore Schoo
from Neworleans bound to Charleston psd
a brig to Leward of us at 8 PM ~~Stard~~ SW
Midnight Stiff Breeze Sailing 8 Miles pr ho

June 22d 1848 Friday

all this Day Stiff Breeze from the Eastwa
Sailing 8 Miles pr Log at Day Light no Key
in Sight hauled in NW & fell in with Loo
Key at 8 am bore of Set Squaresail ran the
Dry Sand Keys which are to the Eastward of Key Wes
Custom board Captain Anarop Spoke us in his
pilot~~t~~ Boat at Noon ran over the Bar at
1 PM Came along side the Wharf of Key West
a little over 24 hours from Cape Florida in the
afternoon Supplied the Light House got thro
had our Oil Costed Gave 3 Dollars

Saturday 23 1848

All this Day fine pleasant weather wind
East Sailed from Key West for the Tortugas --
at 430 PM by way of Sand Key Night
over took us before we made the Key myself
being aloft looking out made it on My Stark
Bow hauled up ESE & Cleared it had 3 fathoms Deepened
into 9 kept of South & SW & WSW & W at Midnig
W b W until struck Soundings in 8 fathoms then Ran
West. So ends the Day

Sunday 24th Decm 1848 Fair weather & Stiff Winds from E ly at 1 am Steering W by N made Tortugas Light bearing W b N W from Mast Head at 2 am Hove to for Day Light & then Beat into the East passage of Tortugas & come to Anchor in the Harbour at 7.30 a Government Schooner lying there a Number of Mechanicks & Labourers at work finishing the Officers Apartments found Mr Right the Lieut & Doct Whitehurst & family Well & the Mr Thompson the Keeper well had a Meeting in the Afternoon & one in the Evening the Coloured Brother Which Carrys on the Meeting took a part in the Meeting we had a Solemn interesting time & after Meeting one was appointed on ~~Tues~~day Night for providing we did not Sail

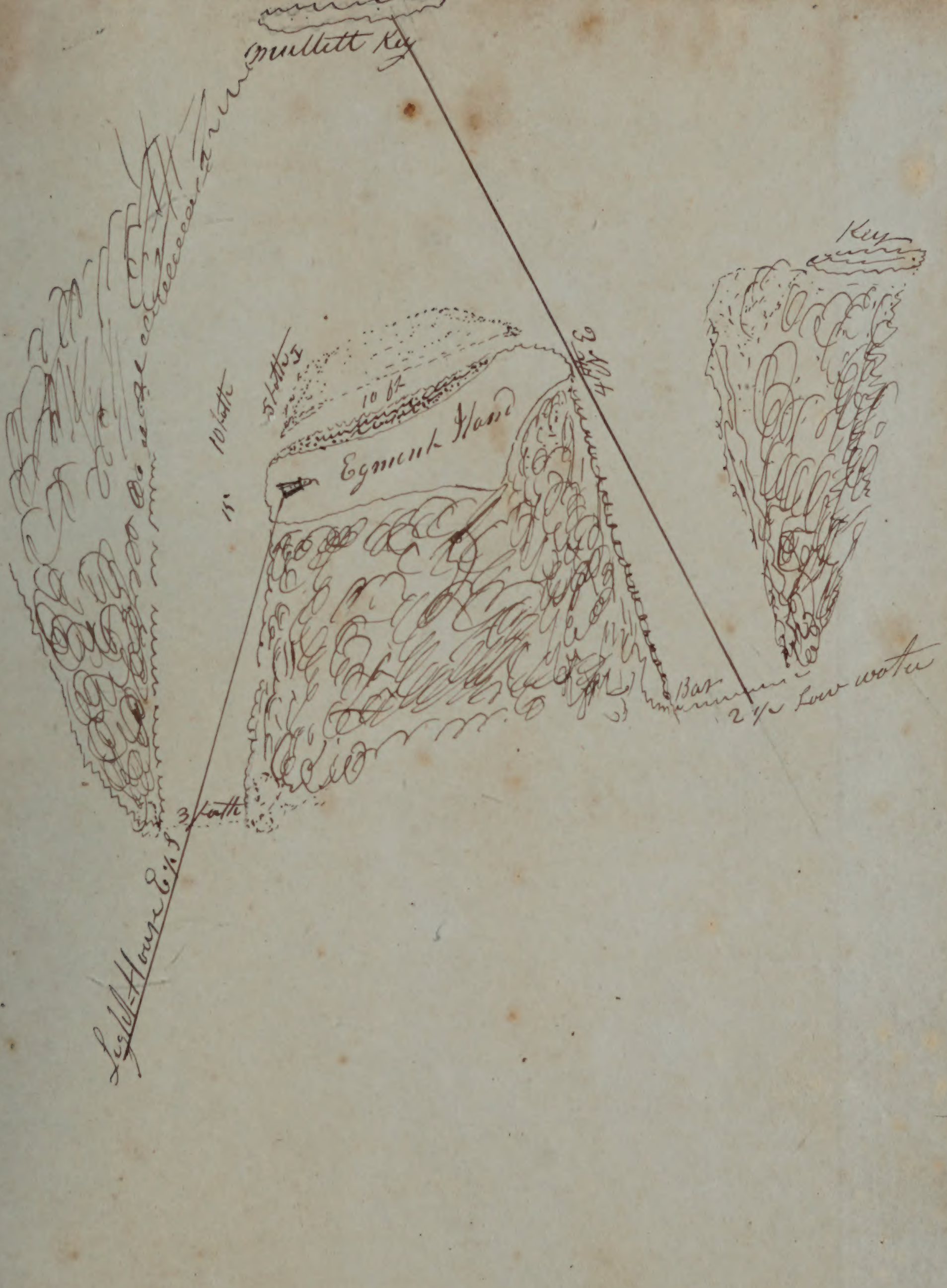
Monday 25 Decm 1848 Stiff Breezes All Day from E to E S E went on Shore early & Supplied the Light House took Christmas Dine with the Keeper & at 2 PM weighed Anchor & Sailed for Egmont Key Light House -- I forgot to Say when we left Key West ~~the~~ Judge. Lancaster. took passage with us to go by the Way of Tortug~~as~~ to St Marks — the Day ends as in fine pleasant weather we have been Sailing Since leaving Key W & when over the Reef North averaging 5 Knots pr Hour) --- Tuesday 26 Decm 1848 all this Day fine pleasant weather Wind to East —

at Noon Latt by Obs 26.54 & in 13 fathoms
Steering NE at 10 PM 8 fathoms Midnight
5 fathoms Egmont Key Light House in
Sight hove to for Day Light

Wednesday Decr 27th ~~[illegible]~~ 1848

fine Pleasant weather All this Day fell
in 12 Miles to the Southward of L House Sailed
along the the Keys to the South of Egmont Key until
the South point of the Key bore NE 4 Miles dista
Run for it on Bring the Eastern End of Mullett
Key a hand Spikes length open to the Eastward ~~of~~
of Egmont Key which will run you over the
Bar in the best of the Water Say 2½ fath Low
Water this is the East Chanel leaving Egmont
Key on your Left hand you may run for the
point of Island Near on Board & follow ~~the~~
it round in 10 & 12 feet Nost on board the Shoal Shows
Itself at Noon Came to Anchor the Light House
bearing WNW one quarter of a Mile distant & in
5 Fathoms Water this is a Rough Roadstead to
Ly with the Wind from N to SE, went on Shore &
Supplied the L House. Returned on board at 4 PM got
Under way to beat out of North Chanel which is the Ship
Chanel. Light Winds from the Westward beat out about one
Mile from the Island & returned back & came to Anchor
again to wait for the Morning Midnight Light winds
from the Westward — — — — — — — — —

A continuation of this Journal in Caried into
the Last part of the book of a Journal of Sept 25th
1848


Mullett Key
Key
10 fath
5 fath
10 ft
Egmont Island
3 fath
15
3 fath
Light-House E ½ S
Bar
2 ½ Low water